CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF CITY PLANNING

DRAFT
84.308E

CALIFORNIA-POWELL CONDOMINIUMS
ENVIRONMENTAL IMPACT REPORT

PUBLICATION DATE: September 13, 1985
PUBLIC HEARING DATE: October 17, 1985
PUBLIC COMMENT PERIOD: September 13, 1985 through October 17, 1985

EN COMMENTS SHOULD BE SENT TO THE ENVIRONMENTAL REVIEW OFFICER
ALLISTER STREET, 5TH FLOOR, SAN FRANCISCO, CA 94102

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California-Powell
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September 13, 1985

TO: Distribution List for the California-Powell Condominiums Final EIR

FROM: Barbara W. Sahm, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report

This is the draft of the Environmental Impact Report (EIR) for California-Powell Condominiums. A public hearing will be held on the adequacy and accuracy of this document on October 17, 1985. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses," which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the draft will automatically receive a copy of the Comments and Responses document along with notice of the date reserved for certification (usually about 9 weeks after the hearing on the draft); others may receive such copies and notice on request or by visiting our office. This Draft EIR, together with the Summary of Comments and Responses document, will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR

has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them.

If you want a copy of the Final EIR, please so indicate in the space provided on the next page and mail the request to the Office of Environmental Review within two weeks after certification of the Final EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR. Copies will also be avilable at the Department of City Planning, 450 McAllister Street, San Francisco, California 94102.

Thank you for your interest in this project.

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

To: Department of City Planning, Office of Environmental Review

Re: California-Powell Condominiums Final EIR (84.308E)

(____) Please send me a copy of the Final EIR.

Signed: _____

Print Your Name and Address Below:

_____
(Name)

_____
(House Number and Street)

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(City, State and Zip Code)

If you are requesting an FEIR, please tear this page out, show your address above, fold the mailer so that your return address and the Department of City Planning's address is exposed, seal, add postage and mail.)

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I. SUMMARY

A. PROJECT DESCRIPTION (Page 9)

The project sponsor, California/Powell Associates, proposes construction of 16 luxury condominiums to respond to a perceived need for high-quality housing in San Francisco, and to achieve a reasonable return on investment capital. The project architects are Tai Associates/Architects.

The project site is located on the eastern slope of Nob Hill at the southeast corner of California and Powell Street, Assessor's Block 256, Lot 16. The 6,100-square-foot lot is used as a surface parking lot. The Stanford Court Hotel is directly west of the site, the Fairmont Hotel is to the northwest and the University Club is directly across California Street from the site. At this intersection, the California and Powell Street cable cars cross and stop for passengers. The project site is in an RM-4 (Residential, Mixed, High Density) district and a 160-F Height and Bulk district.

The proposed project would be a 11-story, 120-foot-high condominium tower containing approximately 66,500 gross square feet. It would contain a total of 16 units: 1 one-bedroom flat; 11 two-bedroom flats; 3 two-bedroom townhouses; and one penthouse. The condominiums would be priced from $600,000 to $1,200,000.

The building would contain 3 parking levels for 16 cars. The primary parking entrance would be on California Street and would be served by valet and vehicle elevator. Two emergency vehicle exits would be located on Powell Street at levels B1 and B2. Service vehicles would use the California Street entrance for loading. A third basement level would contain the mechanical equipment. A landscaped rear yard, extending over some of the parking area would measure approximately 24½ feet deep by 49 feet wide. Street trees for both California and Powell Streets are proposed.

Because the proposed project would be over 40 feet high in a residential district, it would require Conditional Use authorization. The project would also require a variance for exception to the rear yard requirements of the Planning Code.

B. ENVIRONMENTAL IMPACTS

1. Issues Not Addressed (Page 44)

An Initial Study was prepared for the project and published on November 16, 1984. Issues that were determined to require no further discussion in this EIR as a result of the Initial Study are: land use; light and glare; population, employment and housing; noise; air quality; impacts from odors/burning of materials; utilities and public services; geology/topography; water; energy; hazards; cultural resources; and biology. A copy of the Final Initial Study is attached to this report as Appendix A, page A-1.

2. Urban Design and Visual Quality (Page 45)

From California Street below Powell Street the project would appear as a new element in the skyline of Nob Hill. The project site is located below the summit of Nob Hill; the proposed 11-story building would rise above most structures located immediately adjacent on all sides. Therefore, the project would not reinforce the pattern of building height progressively stepping down from the top of Nob Hill toward the base of the hill. From more distant vantages, such as Potrero Hill or Telegraph Hill to the south or further east, the project would be only intermittently visible due to intervening topography and buildings.

In the immediate vicinity of the project, the Stanford Court Hotel and University Club would be most affected by the project in terms of visual impacts. Any structure on the project site of two stories or more in height would obstruct views from these buildings in varying degrees. The project would eliminate views eastward of the Financial District from the central portion to the north end of the Powell Street side of the Stanford Court Hotel due to the height and 93-foot length of the proposed structure. Views south from the California Street side of the four-story University Club, located immediately north of the site across California Street, also would be obstructed.

The project would be visible from the south side of Huntington Park.

3. Shadows and Wind (Page 56)

a. Shadows (Page 56)

Project shadows would most affect the pedestrian environment between 10 a.m. and 3 p.m. throughout the year. At various times, shadows would be cast on portions of California and Powell Streets and the intersection. Many of the project's shadows would fall on areas shadowed by existing buildings. The project would not cast any shadow on Huntington Park, one block to the west (page 56). For about two weeks in December, the project would cast a new shadow on a portion of the basketball court on the Chinese Playground for approximately 16 minutes in the afternoon. During fall, winter and spring mornings, the project would shade the boarding areas for the California and Powell cable car lines, which are heavily used by tourists and residents.

b. Wind (Page 63)

Wind tunnel results indicate that although existing conditions are turbulent at times, the project would not increase winds around the project site.

4. Transportation, Circulation and Parking (Page 67)

The proposed project would generate about 128 daily person trips with 13 trips occurring during the p.m. peak hour. An intersection analysis conducted for the California/Powell intersection showed that it now operates at level of service D during the p.m. peak hour. The addition of proposed project traffic would add less than 1% to existing volumes and would not degrade the level of service. The 13 daily transit trips generated by the proposed project would not be measurable.

The project's main entrance to the garage would be on California Street. If left-turns into the garage were to occur across California Street tracks, cable car operation could be disrupted. Likewise, if autos were to cross the Powell Street tracks to enter or exit the Powell Street access, cable car operation could be interrupted. On Powell Street such conflict could cause northbound cable cars to roll back to Pine Street and repeat the ascent.

The proposed project would provide 16 parking spaces to be served by valets and vehicle elevator. It would displace the 17 spaces that currently exist on the site. Vehicles that

use the existing parking lot would be forced to seek other on- and off-street parking in the project area.

C. MITIGATION MEASURES (Page 72)

Some of the mitigation measures included in the project that would mitigate potential environmental impacts are listed below; a complete list is contained in Chapter V., page 72.

1. Transportation (Page 72)

Construction truck movement would be permitted only between 9:00 a.m. and 3:00 p.m. to minimize peak-hour traffic conflicts. The project sponsor and contractor would meet with Muni, DPW and DCP to determine feasible traffic mitigation measures to reduce congestion and possible interference with cable cars during the construction period. "Right-Turn-Only" signs would be placed at all of the project's vehicle exits to prevent disruption of Muni cable car service. Service and trash disposal vehicles would serve the site only during non-peak periods and only from the California Street entrance.

2. Air Quality (Page 74)

The project sponsor would require the contractor to water the site at least twice a day to reduce airborne construction dust and particulates by about 50%.

3. Construction (Page 75)

During excavation, the project contractor would mechanically sweep streets adjacent to the site to prevent siltation of storm drains. The contractor would construct catchment basins on-site to trap silt and debris for later transport to dumps.

4. Geology (Page 75)

A California-licensed structural engineer and a geotechnical consultant will prepare a detailed foundation and structural design report for the project. The project sponsor would construct the project in accordance with the recommendations of the report pertaining to excavations and foundations.

5. Noise (Page 75)

Construction equipment would be muffled and noise levels would not exceed the limits stated in the City Noise Ordinance. Other techniques that would be incorporated to minimize construction noise impacts include locating fixed noise sources, such as concrete pumpers, portable air compressors, portable generators and pumps as far as possible from existing land uses, particularly residences and hotels, and erecting noise barriers around sidewalks and pit areas where possible.

6. Hazards (Page 76)

An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to ensure coordination between the City's emergency planning activities and the project's plan to provide for building occupants in the event of an emergency.

7. Cultural Resources (Page 76)

Prior to issuance of a site permit, the project sponsor shall retain an historical archaeologist (or other qualified expert) to perform archival research and site inspection to determine the potential for discovery of cultural or historic artifacts on the site.

Should cultural or historic artifacts be found during project excavation, the archaeologist would assess the significance of the find, and immediately report to the Environmental Review Officer and the President of the Landmarks Preservation Advisory Board.

D. ALTERNATIVES (Page 79)

1. No Project Alternative (Page 79)

This alternative would entail no change to the project site as it now exists. None of the impacts associated with the proposed project would occur. The project sponsor has rejected this alternative because it underutilizes scarce land resources in a valuable area.

2. Alternative One: No Emergency/Loading Access on Powell Street (Page 80)

This alternative would be identical to the proposed project except that the two emergency vehicle entrances on Powell Street would be dropped from the project design. The

impacts associated with this alternative would be the same as for the proposed project except for certain circulation aspects. Residents' only vehicle entry/exit point would be on California Street. As with the proposed project service vehicles would use the California Street entrance or park temporarily on California Street. The absence of automobile entrances/exits on Powell Street would eliminate potential project-generated interference with Muni Powell Street cable car operations.

The project sponsor has rejected this alternative because he thinks that providing only one entrance would be impractical in case of emergencies or during those times when the vehicle elevator is being repaired or serviced.

3. Alternative Two: No Variance Alternative (Page 81)

This alternative would require no variance for exception to the rear yard requirement of the Planning Code. Alternative Two would be eight stories high and contain ten units and ten parking spaces. The residential square footage would be 23,535 gsf, about 10,000 gsf less than the proposed project. There would be three levels of parking, two of which would be underground and accessible by self-service elevator. Parking uses would occupy 13,671 gsf.

Section 136 of the Planning Code states that the rear yard may extend over underground parking "provided that no such garage shall occupy any area within the rear 15 feet of the depth of the lot." In Alternative Two, the parking levels would not encroach on the rear 15 feet of the lot.

This alternative would be shorter than the proposed project and its visual impacts would differ. It would have less visual impact compared to the proposed project and Alternative 1, although any structure on the project site two or more stories in height would obstruct views from the surrounding area in varying degrees. The reduced height of this alternative would mean that views toward Nob Hill from lower elevations along California and Powell would be less affected. The lower height would offer more of a transition from small-scale buildings, such as the University Club and the Powell Street facade of the Stanford Court to the taller buildings on the hill, such as the Mark Hopkins and Fairmont towers. Like the proposed project, most of the view blockage would occur

from the lower levels of buildings in the immediate vicinity. From the Stanford Court and University Club, this alternative would almost completely occupy the view space toward downtown that currently exists due to the lack of a building on the site.

The reduced height of this alternative, 30 feet less than the proposed project, would result in less new shadow on roofs, buildings and streets. The shadows would, in general, be shorter than the proposed project.

Traffic impacts would be less than the proposed project due to less residents and cars. Any potential for conflict with cable cars or other traffic on California and Powell Streets would be reduced.

This alternative would, in the opinion of the sponsor, be an economic underuse of the site, and would not provide sufficient return on his investment. The project sponsor has rejected this alternative because he thinks that it would not be economically viable. In addition, the sponsor thinks that the design of this alternative would not achieve the aesthetic effect of the taller tower of the proposed project.

4. Alternative Three: No Conditional Use Alternative (Page 83)

This alternative would require no Conditional Use for being over 40 feet high in a residential district. Alternative Three would be four stories and would rise to 40 feet. It would contain four units and four parking spaces. The residential square footage would be 10,420 gsf, about 23,645 gsf less than the proposed project. The four units would be split between three floors. The parking spaces, located on the ground floor, would be independently accessible. No basement levels would be included in this alternative.

Alternative Three would be about 60% smaller than the proposed project in terms of gross square feet. Impacts generated by this alternative would be proportionately less. It would have the least visual impact compared to the proposed project and the two other alternatives. At 40 feet, the alternative would be a compatible height alongside its immediate neighbors and the University Club across the street. The lower height of this alternative would contribute to the progression of building heights as they step up the hill. Views toward Nob Hill from lower elevations along California and Powell would not be

significantly affected by this 40-foot building. As with the proposed project and the two alternatives most of the view blockage would be experienced by the University Club, a four-story building of almost equal height of this alternative, and the lower levels of the Powell Street side of the Stanford Court.

The reduced height of this alternative, 80 feet less than the proposed project, would result in less new shadow on roofs, buildings and streets. Traffic impacts would be less than the proposed project and less than the two alternatives due to fewer residents and cars. The potential for conflict with cable cars or other traffic on California and Powell Streets would be negligible.

The size of this alternative would, in the opinion of the sponsor, be an economic underuse of the site, and would not provide sufficient return on his investment. The project sponsor has rejected this alternative because he thinks that it would not be economically viable.

5. Alternative Four: No Shadow on Chinese Playground Alternative (Page 85)

This alternative would not cast any new shadows on the Chinese Playground. It would be 115 feet high and contain 11 stories and 16 units. Some of the units would be smaller than the proposed project and the floor-to-floor heights would be reduced in order to bring the building down five feet. The building would be set back approximately 33 feet at the 11th floor on the California Street side. This setback together with further refinements to the roofline would ensure that no new shadows on the playground would result from this building.

The environmental impacts associated with this alternative would be the same as for the proposed project except for shadows.

The project sponsor has rejected this alternative because the limited floor-to-floor height and the loss of area would reduce the attractiveness and the marketability of the building.

II. PROJECT DESCRIPTION

A. PROJECT SPONSOR'S OBJECTIVES

The project sponsor, California/Powell Associates, proposes construction of 16 luxury condominiums to respond to a perceived need for high quality housing in San Francisco. The project sponsor intends to develop a project that will achieve a reasonable rate of return on investment capital.

B. LOCATION OF THE PROPOSED PROJECT

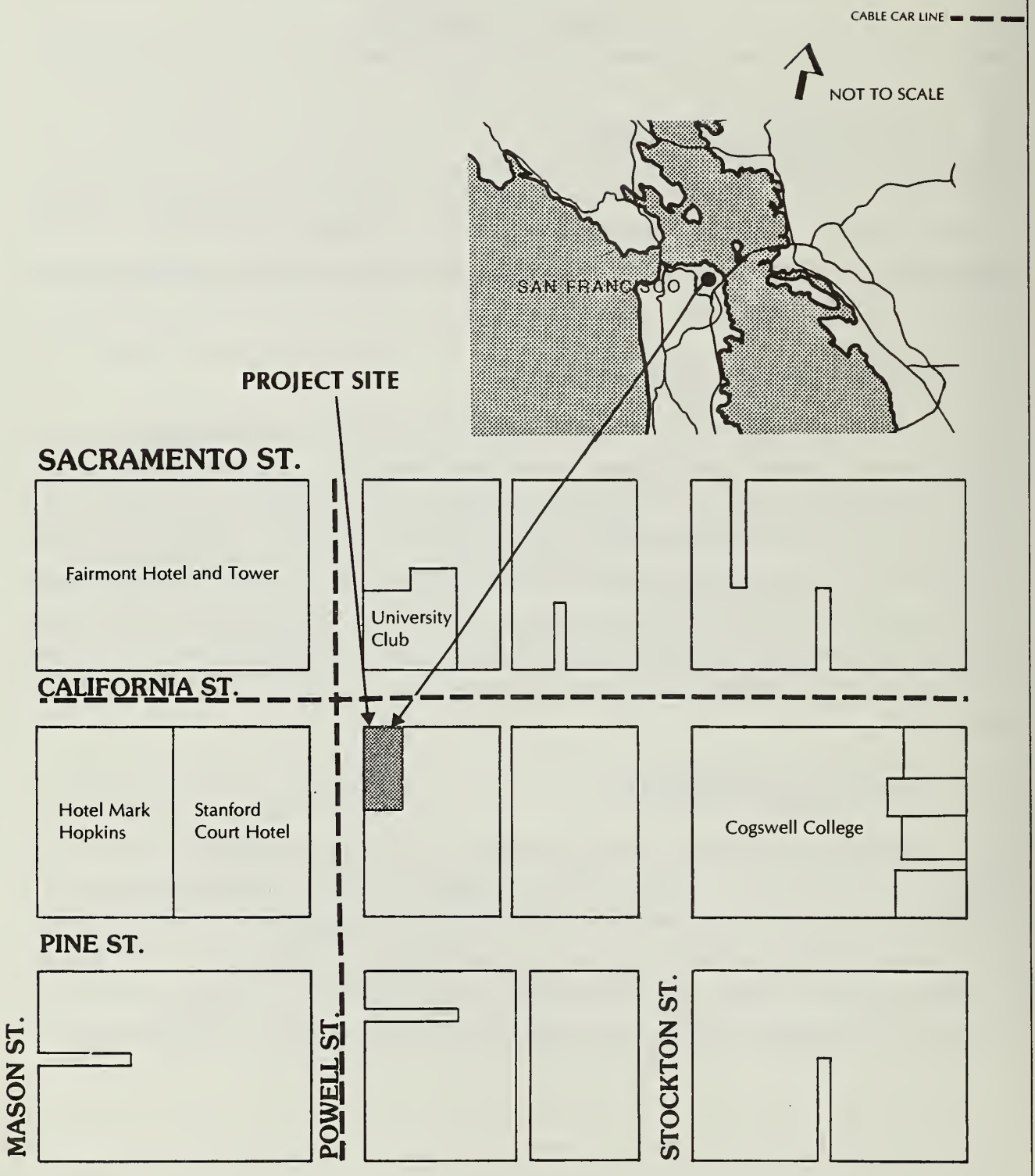
The project site is located on the eastern slope of Nob Hill at the southeast corner of California and Powell Streets (Figure 1, page 10). The site is on Assessor's Block 256, Lot 16, a rectangular corner lot containing approximately 6,100 square feet. Currently, the site is vacant although it is paved and is used as a surface parking lot. The Stanford Court Hotel is directly west of the site and the Fairmont Hotel is to the northwest, occupying the block bounded by Powell, Mason, California and Sacramento Streets. At the northeast corner of the intersection of California and Powell is the University Club. The project site is in an RM-4 (Residential, Mixed, High Density) district and a 160-F Height and Bulk District.

C. PROJECT CHARACTERISTICS

The proposed project would be the construction of a 11-story condominium tower (see Figures 2 and 3, pages 11 and 12). The proposed tower would contain approximately 48,235 gross square feet, and would be 120 feet high, complying with City Planning Code requirements concerning height, bulk and use provisions of the RM-4 and 160-A Height and Bulk district in which it would be located. Conditional Use authorization by the City Planning Commission is required for any project over 40 feet high in a residential district.

PROJECT LOCATION MAP

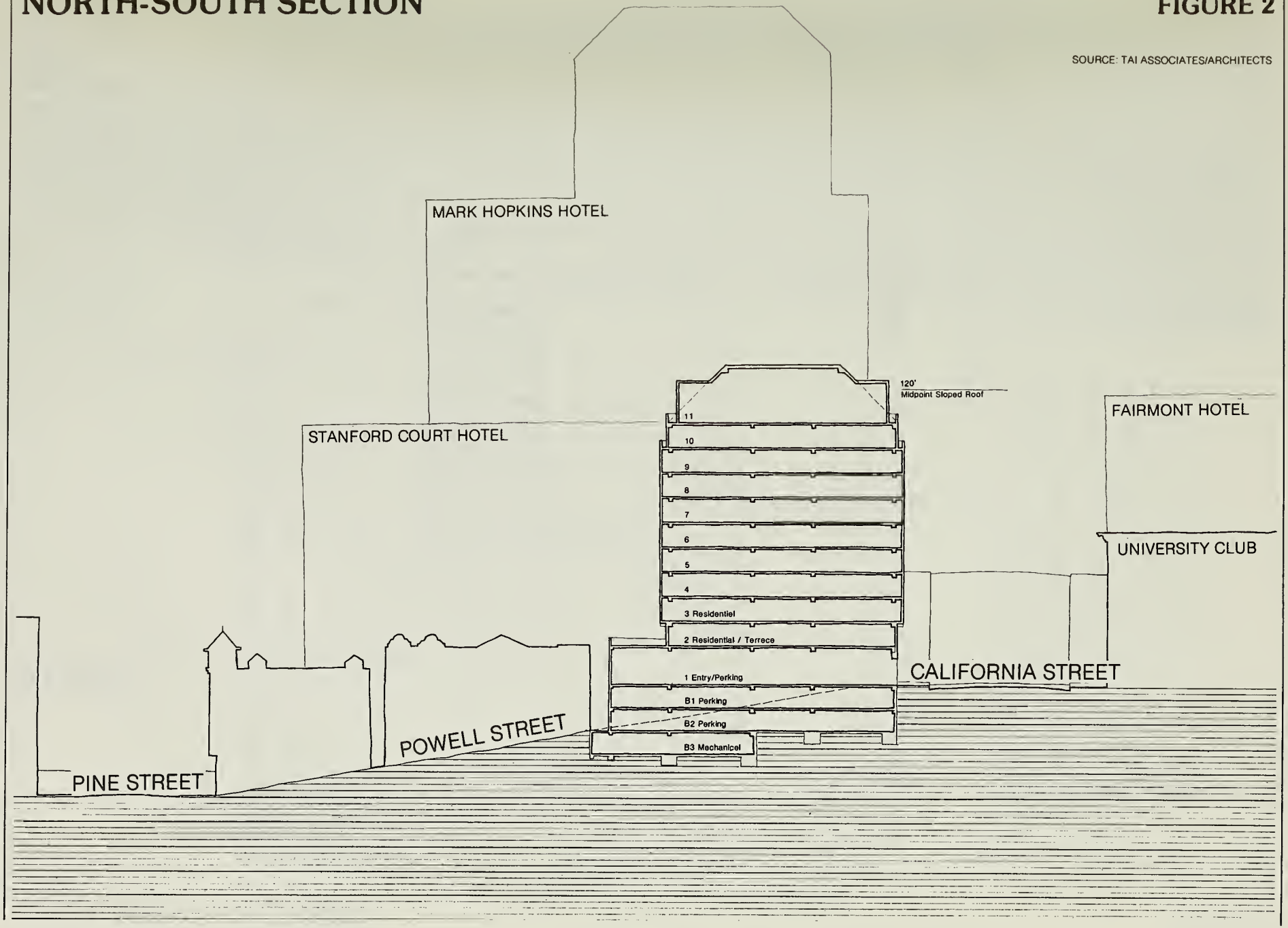
FIGURE 1



NORTH-SOUTH SECTION

FIGURE 2

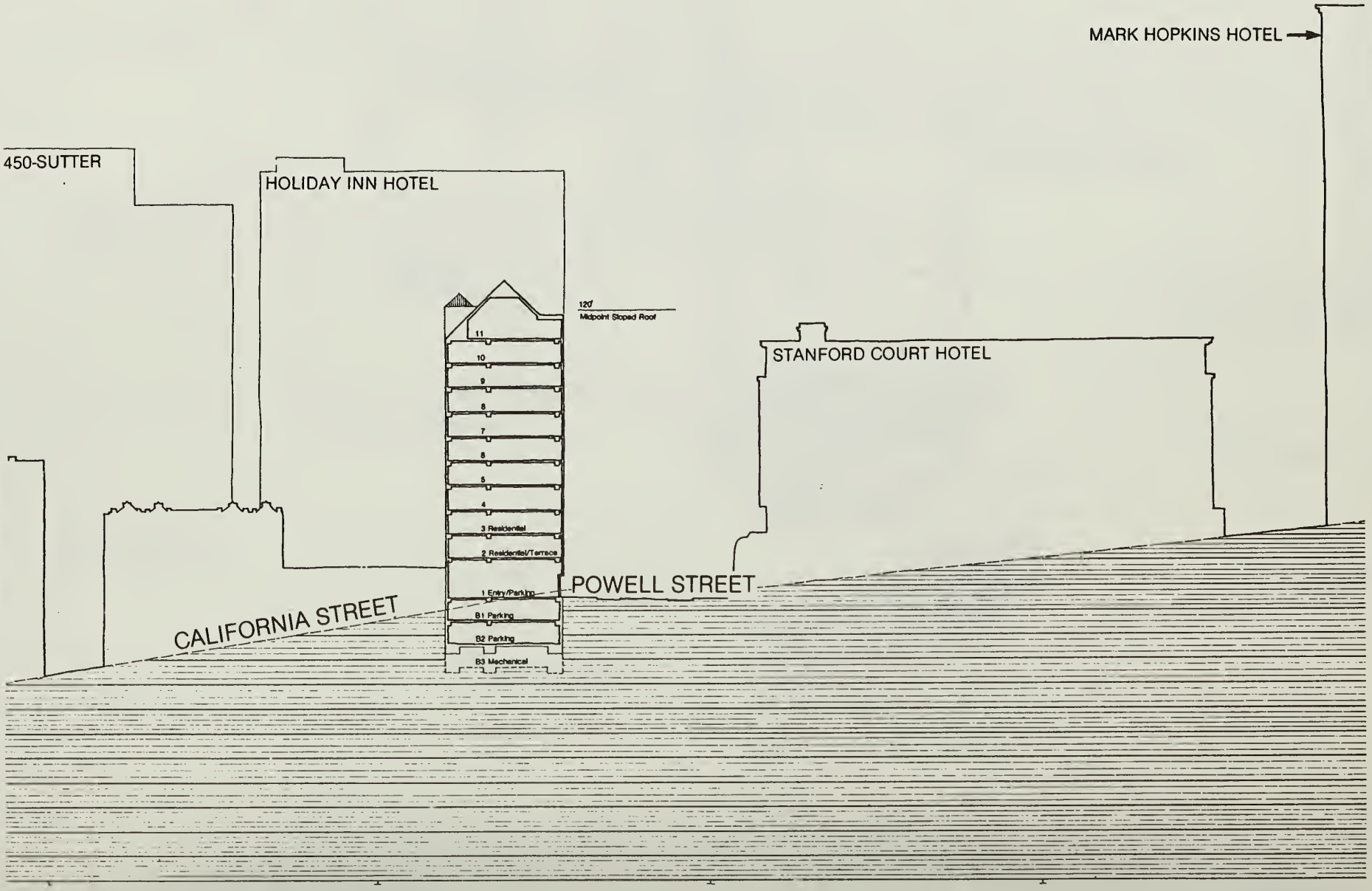
SOURCE: TAI ASSOCIATES/ARCHITECTS



EAST-WEST SECTION

FIGURE 3

SOURCE: TAI ASSOCIATES/ARCHITECTS



The project would contain a total of 16 units: 1 one-bedroom flat; 11 two-bedroom flats; 3 two-bedroom townhouses; and one three-bedroom penthouse. Square footages and other project characteristics are shown in Table 1, page 14. The one-bedroom flat would contain 1,400 net square feet. The two-bedroom flats would range in size from 1,725 to 2,110 net square feet each and the townhouses would contain 2,800 net square feet. The penthouse would contain 3,420 net square feet. Typical floor plans for these units are shown in Figure 4, page 15. The approximate selling price for the condominiums would range from about $600,000 to $1,200,000.

The main entrance to the building would be from California Street. The ground floor would contain the vehicle entrance to the garage and the pedestrian entrance to the residences. Beyond the entrance would be a lobby and reception area. Floors 2-11 would be devoted solely to residential uses.

Parking and mechanical uses would occupy 19,990 gross square feet of space. There would be three levels of parking for 16 cars, which would be served by a vehicle elevator. Valets would be on duty to assist residents with their cars. One off-street parking space per dwelling unit is required by the City Planning Code (Section 151). Primary access to the garage would be from California Street (Figure 5, pages 16). From the California Street side, one of the parking levels would be at ground level and two would be below grade (Figure 6, page 17). A third basement level would contain the mechanical equipment. A landscaped rear yard extending over some of the parking area would measure approximately 24-1/2 feet deep by 49 feet wide (Figure 7, page 18). Street trees are proposed for both California and Powell Streets. From the Powell Street side, there would be two at-grade emergency exits for vehicles. The doors of these exits would be solid fronts, not grills, and they would be clearly marked for emergency use only. Lift gates, similar to those used at railroad crossings, would be placed inside the garage in front of these two exits to discourage unnecessary use. The gates would be secured by a lock that could be opened by a valet or building manager. Service vehicles would use the main entrance on California Street and would only be permitted during non-peak periods. No off-street loading area is required by Code.

Building materials would be chosen to be compatible with adjacent structures. Clear glass would be used and plaster would be applied to the exterior of the building.

TABLE 1

PROJECT CHARACTERISTICS

NUMBER OF STORIES AND UNITS

	Stories	Units
Residential Tower	11	16

PROPOSED FLOOR AREA

	Gross Bldg. Area
16 Units	34,065
Lobby, Stairs, Elevator, etc.	11,010
Mechanical Basement	3,160
Total	48,235

OPEN SPACE

Open Space (Rear Yard)	1,200.5

PARKING

Ground Floor	5,710
Basement 1	5,560
Basement 2	5,560
Total	16,830 = 16 spaces

HEIGHT AND BULK MEASUREMENTS

	Proposed	Permitted
Height	120	160
Length	93	110*
Diagonal	105	140*

*above a height of 80 feet

UNIT DENSITY

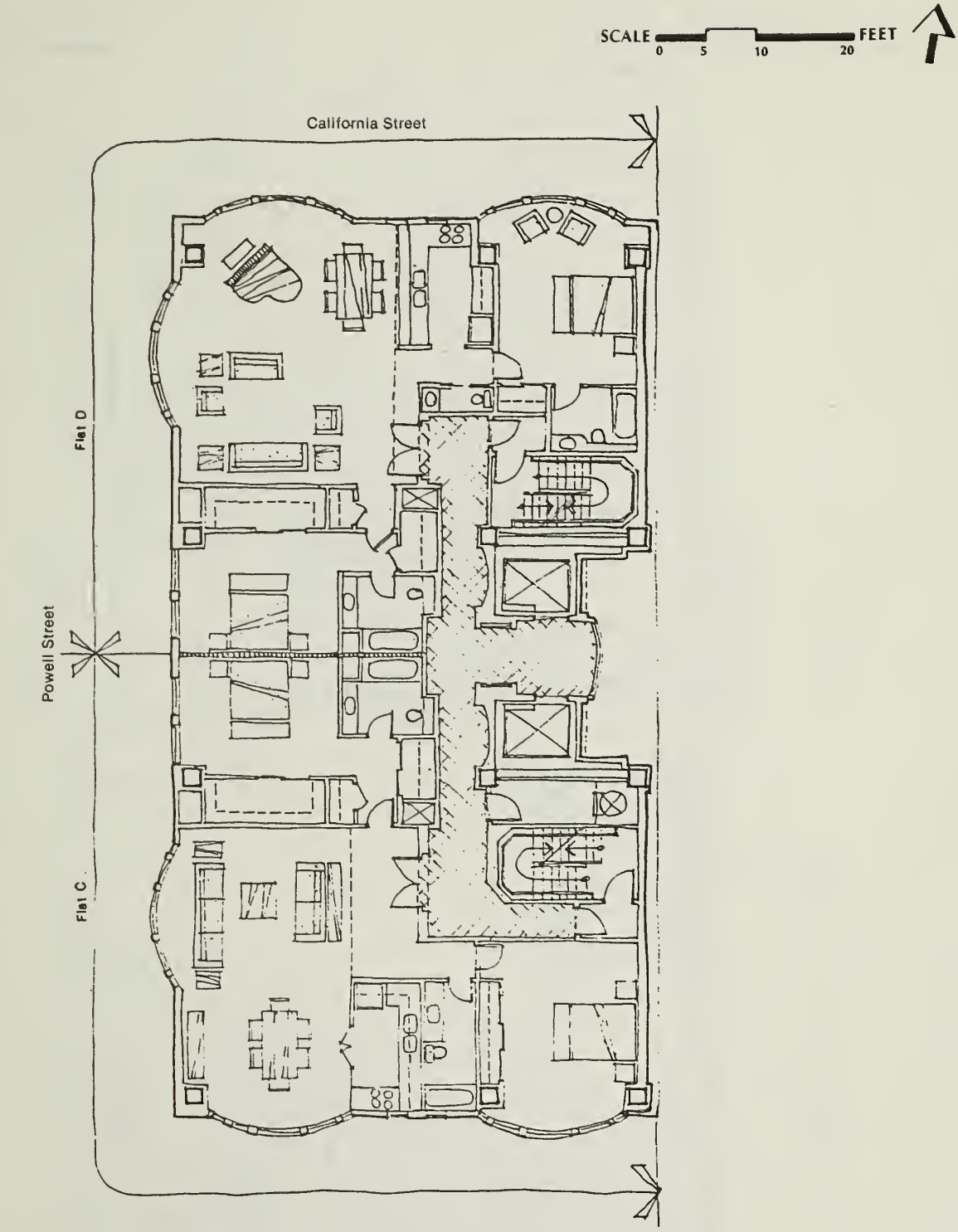
Zoning District	Lot Size	Allowed Density	Units Permitted	Units Proposed
RM-4	6,100	1:200	30	16

Source: EIP/Tai Associates/Architects

TYPICAL FLOOR PLAN

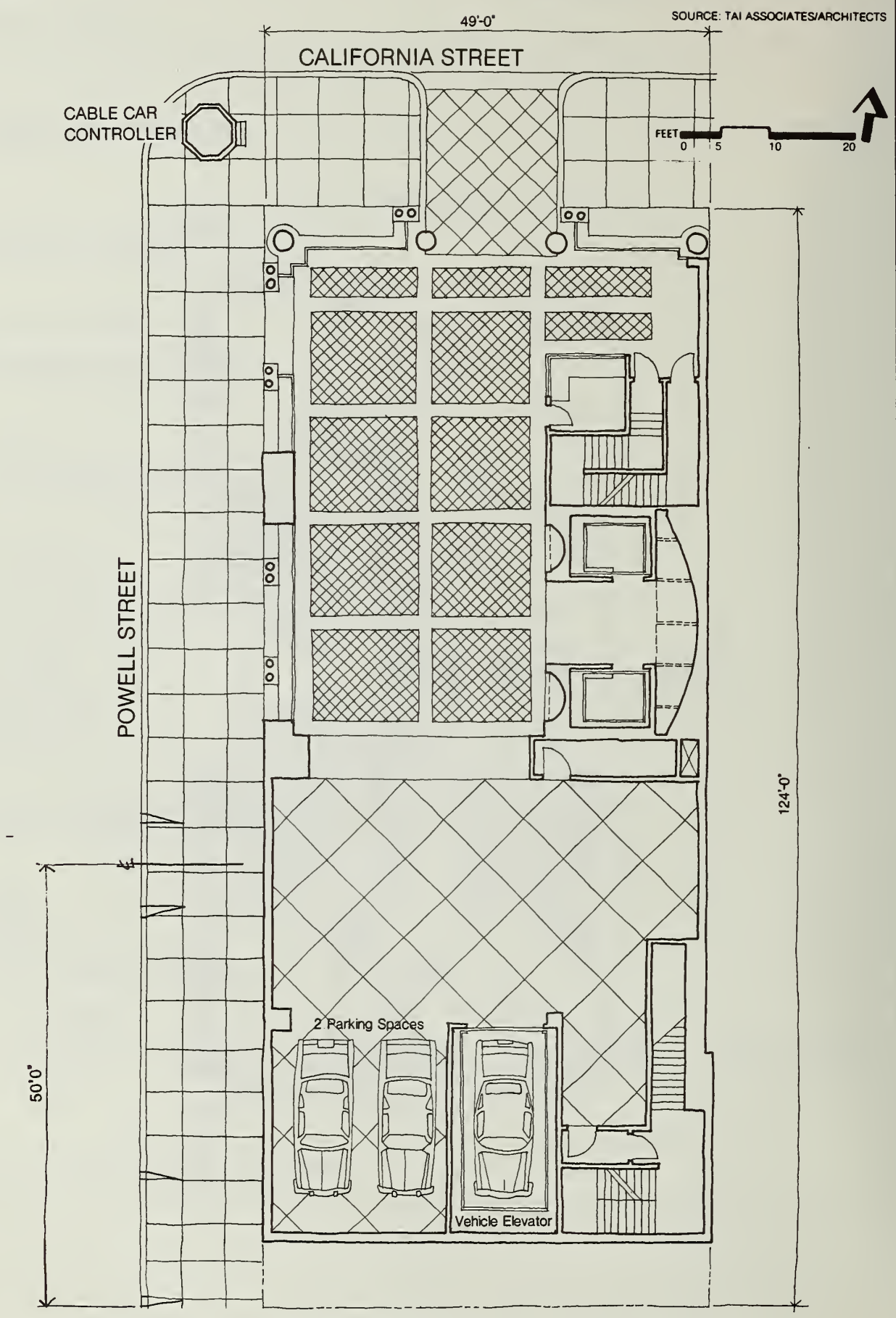
FIGURE 4

SOURCE: TAI ASSOCIATES/ARCHITECTS



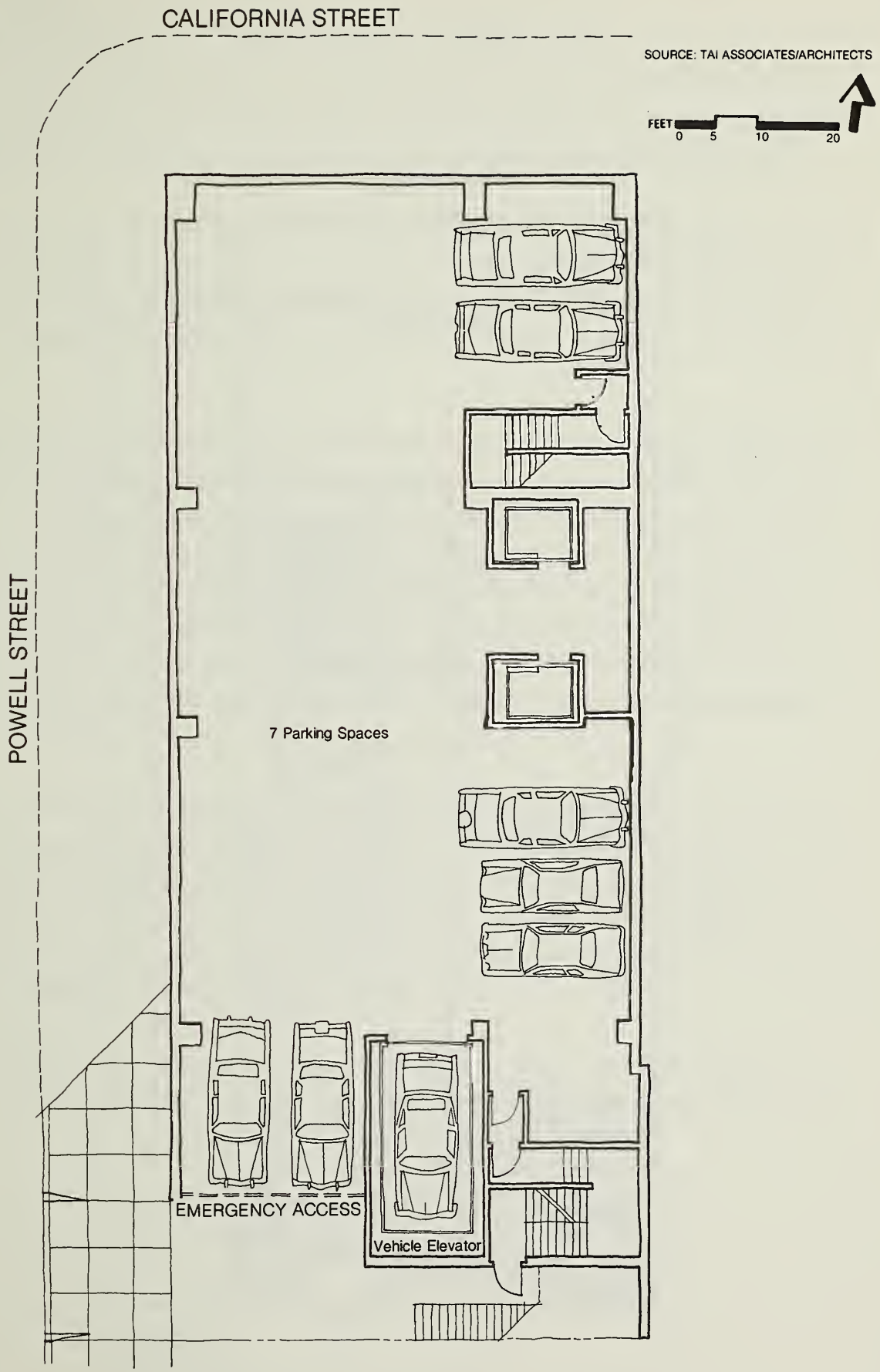
GROUND FLOOR/ENTRY PLAN

FIGURE 5



LEVEL B 2 PARKING

FIGURE 6

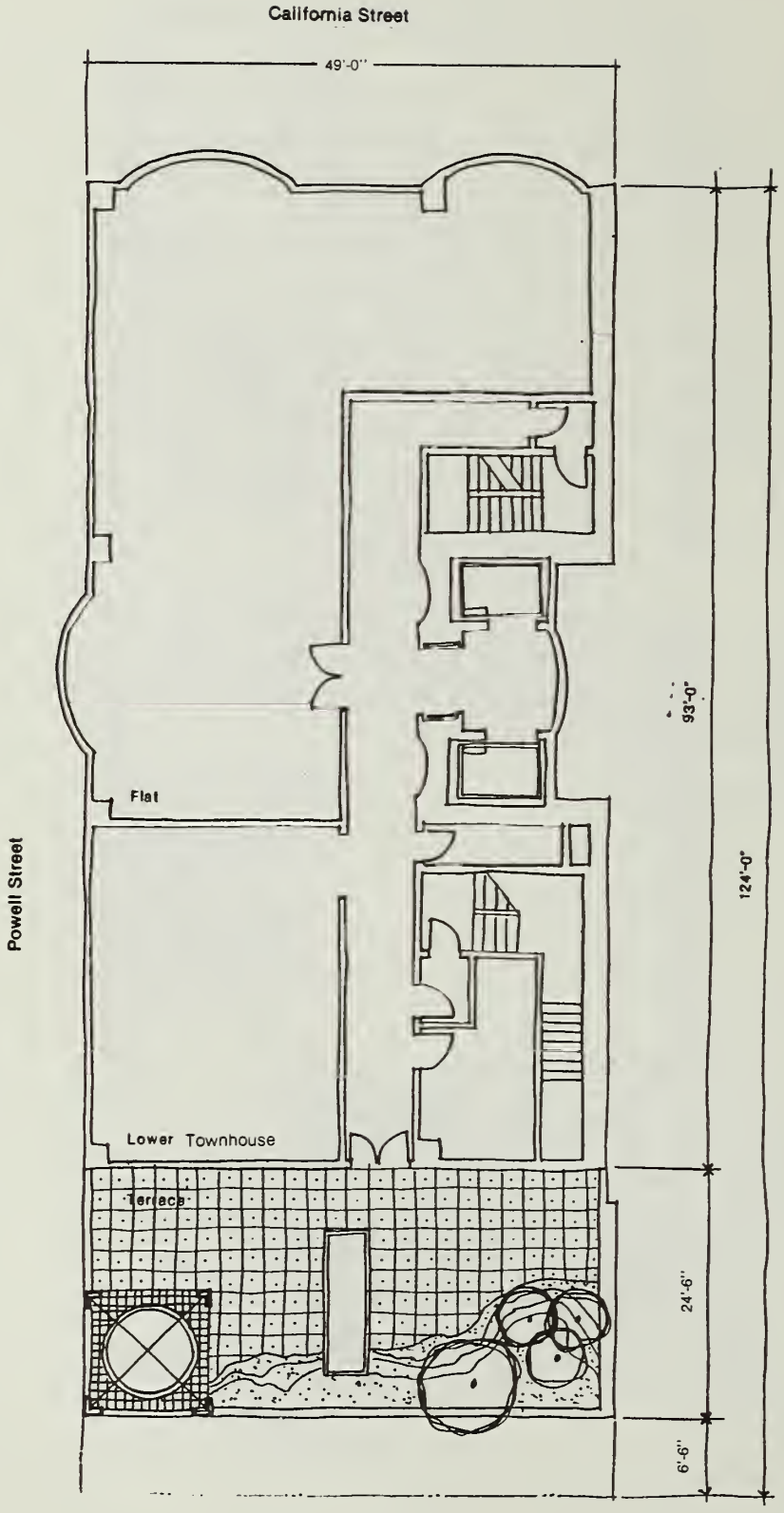


REAR YARD

FIGURE 7

SOURCE: TAI ASSOCIATES/ARCHITECTS

NOT TO SCALE



D. PROJECT SCHEDULE, COST AND APPROVAL REQUIREMENTS

The project sponsor proposes to begin construction in January 1986 with initial occupancy beginning a year later, in January 1987. The estimated construction cost of the project would be $5,000,000 (1984 dollars). The project architects are Tai Associates/Architects.

The first step in processing the proposed project is public review and a public hearing on this Draft EIR (DEIR), and responses to comments collected during the DEIR review period. If the document is deemed complete, accurate and objective as specified by the California Environmental Quality Act (CEQA), the City Planning Commission will certify the EIR.

After certification of the EIR the City Planning Commission would hear the application for Conditional Use (CU) authorization. Because the proposed project would be over 40 feet high in a residential district, it would require Conditional Use authorization (Section 253(a) and (b) of the Planning Code). Criteria for deciding whether a CU would be granted include compatibility of the proposed project with the neighborhood, the proposed size, shape and arrangement of structures, adequacy of parking and loading, and determination of compliance with the Master Plan. Based upon findings in the Final EIR and testimony at the public hearing on the CU application, the City Planning Commission would approve or deny the CU authorization.

The project would require a variance for exception to the rear yard requirements of the Planning Code. Section 136 of the Code sets forth rules governing rear yards. The rear yard may extend over underground parking "provided that no such garage shall occupy any area within the rear 15 feet of the depth of the lot." In order to accommodate the required number of parking spaces and due to the narrowness and steep slope of the lot, the garage would extend past the rear 15 feet of the yard above it.

Prior to the sale of the condominiums it would be necessary for the project sponsor to obtain approval of an application to subdivide property pursuant to Sections 1303(c) the

Subdivision Code, Chapter XIII of Part II of the San Francisco Municipal Code. This application must be filed with the Department of Public Works which refers it to the Department of City Planning, Bureau of Engineering and Bureau of Building Inspection. This application would be considered by the Department of City Planning at the same time as the Conditional Use Application.

III. ENVIRONMENTAL SETTING

A. LAND USE AND ZONING

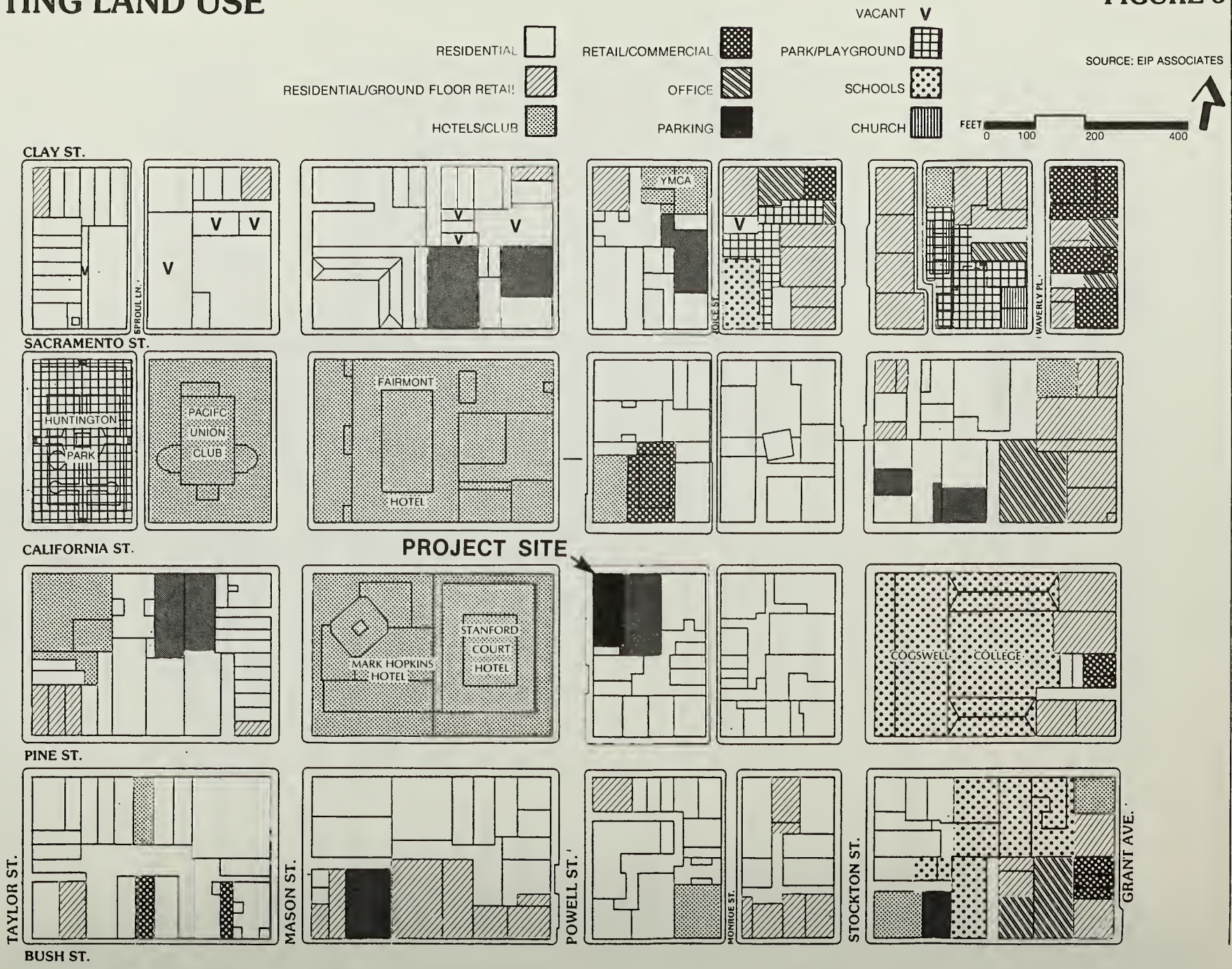
1. Land Use

The site is on the east slope of Nob Hill in a predominantly residential area. Nob Hill is one of the prominent hill forms in San Francisco. The topography, views, buildings, cable cars and landscaping combine to produce the distinctive visual character of the area. The California and Powell Street cable car lines cross at this intersection, which lies about 50 feet below and east of the summit of the hill. A variety of uses coexist with the residential portion of the neighborhood (Figure 8, page 22). Hotels, churches, clubs and other historic buildings contribute to Nob Hill's special identity. The nine-story Stanford Court Hotel is located across California Street directly west of the site; the Mark Hopkins and Huntington Hotels are one block and two blocks west, respectively, of the site along California Street; and the Fairmont Hotel with its 23-story tower occupies the entire block bounded by California, Powell, Mason and Sacramento Streets. Two private membership clubs are located on the hill: the Pacific Union Club at California and Mason and the four-story University Club, directly across from the project site at California and Powell Streets. Grace Cathedral, a concrete Gothic structure, and the Masonic Auditorium, a 3,000-seat hall, sit at the top of the hill at Taylor and California Streets. Figures 9 and 10, pages 23 and 24 present photographs of the project area.

Parks and playgrounds in the area include Huntington Park, Chinese Playground, Commodore Stockton School and St. Mary's Square. For location of some these parks see Figure 8, page 22. Shadow impacts are discussed in Section IV.C., Shadows and Wind, page 56.

EXISTING LAND USE

FIGURE 8



PROJECT AREA PHOTOGRAPH

FIGURE 9

SOURCE: EIP CORPORATION

VIEW OF THE SITE FROM THE FAIRMONT GARDEN COURT

PROJECT AREA PHOTOGRAPHS

FIGURE 10

SOURCE: EIP CORPORATION

THE UNIVERSITY CLUB, NORTHEAST CORNER OF CALIFORNIA/POWELL INTERSECTION

APARTMENTS ALONG SOUTH SIDE OF CALIFORNIA STREET BELOW PROJECT SITE

There are two other major residential projects currently proposed for Nob Hill and under review in the Department of City Planning: 1150 Sacramento, a 71-unit condominium tower at Sacramento and Sproule Streets, and 1300 Sacramento, 24 condominiums at Jones and Sacramento. On August 20, 1984, the Board of Supervisors initiated the proposed Nob Hill zoning reclassification, which would replace portions of an existing 160-A height and bulk district with a 65-A height and bulk district. This would reduce the maximum allowable building height for 1150 and 1300 Sacramento to 65 feet, rather than the 160 feet currently permitted. At the same time, the Board adopted interim controls for the affected portion of Nob Hill for a period of 18 months, to allow time for the Department to study the proposed reclassification. California-Powell Condominiums are outside the boundary of the Nob Hill Rezoning area.

2. Zoning

The site is in an RM-4 (Mixed Residential, High Density) District (see Figure 11, page 26). For this district, the City Planning Code allows a density of not more than one dwelling unit per 200 square feet of lot area with private usable open space of not less than 36 square feet per unit, or 47.88 square feet of common usable open space, a minimum rear yard requirement of 25% of lot depth, and parking of one space per unit. The basic floor area ratio (FAR) of 4.8:1 for RM-4 districts, does not apply to dwellings (Planning Code Section 124(a) and (b)). The site is in a 160-F Height and Bulk district (Figure 12, page 27). Building height is restricted to 160 feet; above a height of 40 feet, the maximum permitted bulk measurements are 110 feet in length and 125 feet diagonally. A Conditional Use authorization is required for projects over 40 feet in all "R" districts.

3. Relationship to Master Plan

The Residence Element of the San Francisco Comprehensive Plan contains statements of goals, objectives and policies that relate to the proposed California/Powell project.[1]

> "Objective 1, Policy 4: Encourage Infill Housing on Appropriate Sites in Established neighborhoods."
>
> "Objective 6, Policy 4: Promote Development of Well-Designed Housing."

PLANNING CODE USE DISTRICTS

FIGURE 11

RESIDENTIAL, MIXED DISTRICTS, MEDIUM DENSITY **RM - 3**

RESIDENTIAL, MIXED DISTRICTS, HIGH DENSITY **RM - 4**

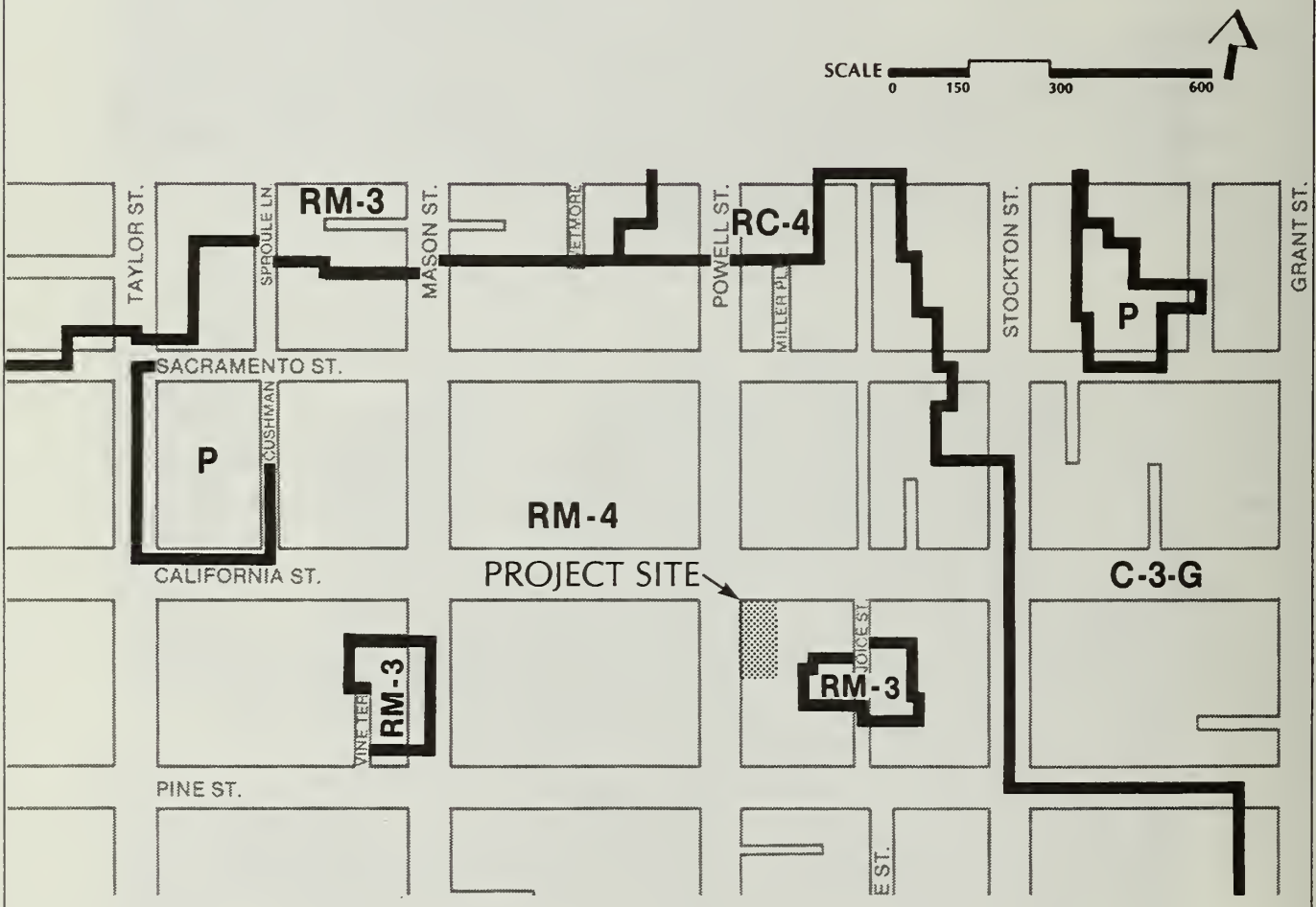
RESIDENTIAL—COMMERCIAL COMBINED DISTRICTS, HIGH DENSITY **RC - 4**

DOWNTOWN GENERAL COMMERCIAL DISTRICT **C - 3 - G**

PUBLIC USE DISTRICTS **P**

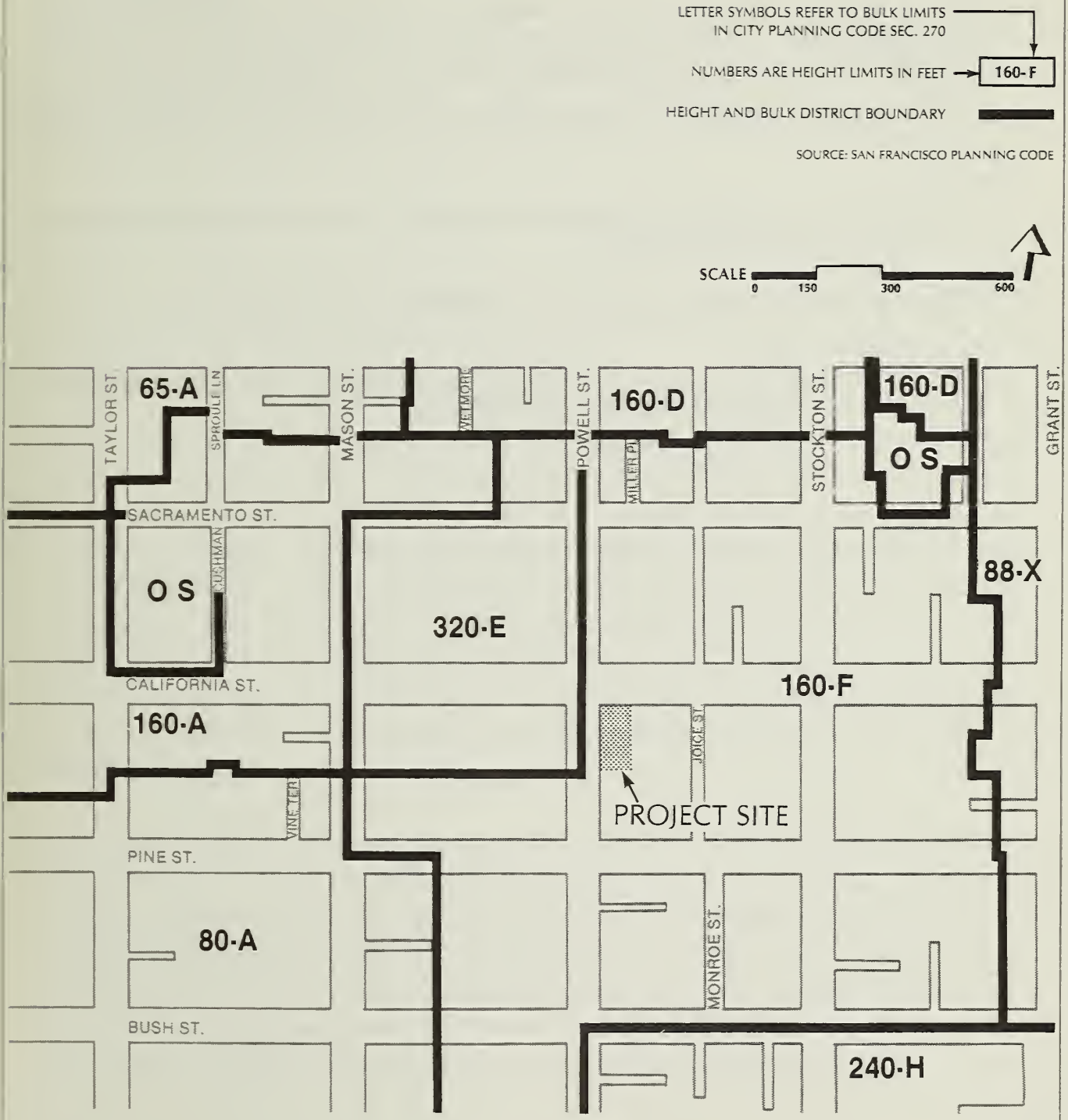
PLANNING CODE USE DISTRICT BOUNDARY

SOURCE: SAN FRANCISCO PLANNING CODE



PLANNING CODE
HEIGHT AND BULK DISTRICTS

FIGURE 12



The project site occupies one of the last vacant lots in an almost totally developed area. The proposed residential project would be a compatible use in a residential neighborhood. Insofar as possible, the building would be designed to relate to its immediate environment. The building facade would be articulated through use of cornice details, entry details, horizontal and vertical differentiations between floors and variations in window size. The rear yard would be landscaped and street trees would be planted on California and Powell Streets.

> "Objective 5: To provide housing affordable by all income groups, particularly low and moderate income housholds."

The proposed project would not provide low or moderate housing opportunities.

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[1]San Francisco Department of City Planning, The Residence Element of the Comprehensive Plan of the City and County of San Francisco, June 1984.

B. URBAN DESIGN AND VISUAL QUALITY

1. Urban Design

Nob Hill is one of the prominent hill forms in San Francisco. The combination of topography, views, buildings, cable cars and landscaping contribute to produce Nob Hill's unique character. The intersection of California and Powell Streets, the location of the project site, lies about 50 feet below and east of the summit of the hill. The California and Powell Street cable cars, a National Historic Landmark, cross at this intersection and offer direct access from downtown. Nob Hill is known for its hotels, such as the Fairmont, Stanford Court and Huntington, and other significant buildings, such as the Pacific Union Club and Grace Cathedral (see Section III.A., Land Use, page 31). Tourists and residents visit hotels and restaurants in the project vicinity, ride the cable cars and look at views from Nob Hill at all times of the year.

North of the project site, across California Street, buildings fronting the 17% descending grade of Powell Street direct the eye along the Powell Street corridor toward San Francisco Bay and Angel Island. Views east over buildings adjacent to the project site fronting downsloping California Street include the East Bay Hills and areas that define the North Bay shoreline. The red brick Southern Pacific/One Market Plaza Building near the foot of Market Street terminates views of the San Francisco urban setting to the east, and buildings of the Financial District are part of Bay views that include the San Francisco-Oakland Bay Bridge and the East Bay. The 52-story Bank of America headquarters building is visually the most dominant structure, defining the western margin of the Financial District.

Views south from the site along Powell Street include the 26-story 450 Sutter Building, 30-story Holiday Inn (Sutter at Powell) and nearby three- to five-story residential structures. Southern views also skirt the west margin of Union Square, the focus of San Francisco's downtown retail activity, and include views of Potrero Hill. Western views along California Street toward the top of Nob Hill are limited by the Stanford Court on the southwest and extend toward the Fairmont and Mark Hopkins hotels; their heights above the hill are emphasized because they are at a higher elevation than the site.

The 23-story Fairmont tower north of the project site rises about 150 feet among the four- to five-story buildings that surround it. The Fairmont Hotel's tower architecture is less detailed than its lower, bulkier and older eight-story structure, which includes facade ornamentation characteristic of its earlier period.

A roof garden that contains trees, decorative shrubs, flowers and walkways is located on the roof of the portion of the Fairmont building at the northwest corner of the intersection of California and Powell Streets. The roof garden, set back from the corner, is accessible to occupants of the Fairmont Hotel and is viewed from above in the Fairmont Hotel and Tower. The roof garden is not visible from the street.

The nine-story Stanford Court Hotel is located across Powell Street from the project site on the southwest corner of the California/Powell Street intersection.. The four-story University Club is across California Street north of the site. Buildings to the east and south within the immediate area are comprised mainly of two- to five-story residences and apartment structures.

The colors of building exteriors in the area of the project site include the buff-colored brick of the Mark Hopkins Hotel, the beige-brown concrete block of the Stanford Court Hotel and red brick of the University Club. Yellow, beige and tan colors have been applied to residential woodframe buildings east of the project site and most buildings appear to be compatible with each other in their color treatment.

The vacant project site is currently visible only to its immediate neighbors and passers-by. It does not block any views.

2. Historical and Cultural Resources

The project area contains structures that are considered architecturally significant. Table 2, page 31, lists, and Figure 13, page 33 shows buildings in the project area

TABLE 2
ARCHITECTURAL AND HISTORIC RESOURCES IN THE PROJECT VICINITY*

Name/Address	No.	DCP Rating
1000 Mason (Brockelbank Apts.)	1.	1
1022-46 Sacramento	2.	1
1028-32 Sacramento	3.	1
901 Powell	4.	2
Fairmont Hotel	5.	4
Mark Hopkins Hotel	6.	1
Stanford Court Hotel	7.	2
835 Pine	8.	1
821 Pine	9.	1
700 Mason	10.	0
776 Bush	11.	0
726-734 Bush	12.	1
850 Powell	13.	0
830 Powell	14.	3
800 Powell (University Club)	15.	3
840 California	16.	1
720-730 Powell	17.	1
851 California (Arcona Apts.)	18.	2
845 California	19.	0
655 Stockton	20.	1
645 Stockton	21.	2
621 Stockton	22.	0
16-18 Joice	23.	0
738-742 Pine	24.	2
601 Stockton	25.	0
698 Bush	26.	1
660 Bush	27.	1
650 Bush	28.	1
626 Bush	29.	1
618 Bush	30.	1
790 California (Palazzo Goldenmar)	31.	2
600 Stockton (Cogswell College)	32.	4
598 Bush	33.	1
566 Bush (Notre Dame Des Victoires Rectory)	34.	2
1152-60 Taylor	35.	2
1159-1165 Clay	36.	3
1101 Clay	37.	2
1140 Taylor	38.	0
1120-32 Taylor	39.	2
1190 Sacramento	40.	2
1182 Sacramento	41.	1
1000 California (Pacific-Union)	42.	5
920 Taylor	43.	1

TABLE 2

ARCHITECTURAL AND HISTORIC RESOURCES IN THE PROJECT VICINITY*
(Continued)

Name/Address	No.	DCP Rating
1001 California (Morsehead Apts.)	44.	4
831-49 Mason	45.	4
930 Pine	46.	3
815-21 Mason	47.	1
900 Pine	48.	1
850 Taylor	49.	0
977-85 Pine	50.	2
935-945 Pine	51.	1
903 Pine	52.	4
955-961 Pine	53.	2
828 Taylor	54.	2
870 Bush (Dennis T. Sullivan Memorial Firechief's Home)	55.	1
800 Bush	56.	1
1085-89 Clay	57.	2
952 Powell	58.	1
940-50 Powell (YWCA)	59.	2
843 Stockton	60.	2
827 Stockton	61.	1
53 Waverly	62.	1
29-35 Waverly	63.	3
37-39 Waverly	64.	3
15 Waverly	65.	1
815 Clay	66.	1
745 Grant	67.	3
727 Grant	68.	2
719 Grant	69.	1
855 Sacramento (YMCA)	70.	1
609 Grant	71.	3
Grant/California	72.	2
501-515 Grant	73.	1
651-515 Grant	74.	1
530 Bush (SF Environmental Center)	75.	2
437-51 Grant	76.	3
425-33 Grant	77.	1
500-510 Bush	78.	0
820 Bush	79.	3
1021 California	80.	3

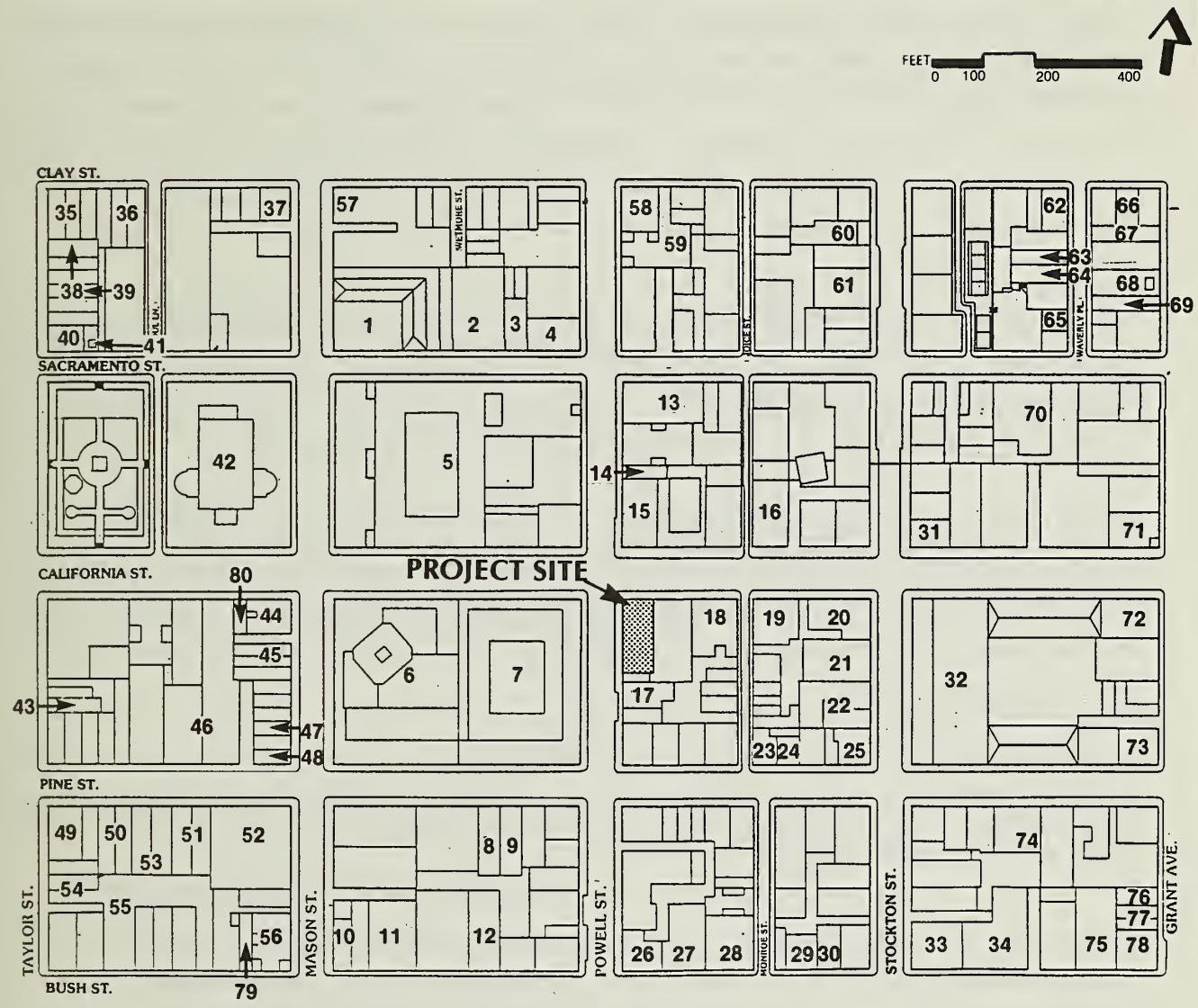
*Refer to Figure 13 for locations.

Source: San Francisco Department of City Planning, Architectural Survey, 1976.

ARCHITECTURAL AND HISTORIC RESOURCES IN THE PROJECT VICINITY

FIGURE 13

SOURCE: EIP ASSOCIATES



REFER TO TABLE 2 FOR LEGEND.

that are included in the 1976 Architectural Survey prepared by the Department of City Planning. Those buildings considered to have architectural value are rated from a low of "0" to a high of "5." (For a discussion of the methodology of this survey, see Appendix C, page A-31.) The project area was also included in the secondary survey area for the San Francisco Downtown Architectural Heritage survey conducted by the Foundation for San Francisco's Architectural Heritage.[1] Buildings in the secondary survey area were identified but not rated by the initial survey contained in Splendid Survivors, but some have been rated in the Final Evaluated List dated December 1, 1982.

The more highly rated buildings in the project area include the Arcona Apartments at 851 California (C. A. Meussdorffer, 1912, rated 2); the University Club at 800 Powell Street (Bliss and Faville, 1912, rated 3); the Fairmont Hotel (Reid Bros., 1906, rated 4); and Cogswell College at 600 Stockton (rated 4 by DCP and "A" by Heritage).

Within two blocks of the proposed project are located two City Landmark structures. The Old Flood Mansion (now Pacific Union Club) is designated Landmark Number 64 (effective August 2, 1974) at 1000 California Street. Grace Cathedral, located on the block bounded by California, Taylor, Sacramento and Jones Streets, is designated Landmark Number 170 (effective August 5, 1984).

[1] The Foundation for San Francisco's Architectural Heritage, Splendid Survivors, 1979; and Final Evaluated List, December 1, 1982.

C. SHADOWS AND WIND

1. Shadows

The proposed project site does not cast any shadows on any buildings, open space or street and sidewalks because it is vacant. Existing and project shadow patterns for various times of the day and year are discussed in detail in Section IV.C., pages 56 through 63, and are shown in Figure 21 through 25, pages 57 through 62.

2. Wind[1]

U.S. Weather Bureau data show that westerly (i.e. from the west) to northwesterly winds are the most frequent and strongest winds during all seasons in San Francisco.[2] Of the 16 primary wind directions measured at the Weather Bureau station, four directions comprised the greatest frequency of occurrence as well as the majority of strong wind occurrences. These directions were northwesterly, west-northwesterly, westerly and west-southwesterly, with occurrence rates of 14.4%, 28.1%, 19.1%, and 4.2%, respectively, between the hours of 7:00 a.m. to 6:00 p.m. throughout the year. The remaining 12 wind directions comprised the remaining 34.2% frequency of annual occurrence and had substantially lower wind speeds.

Average wind speeds are highest during summer and lowest during winter months. The highest wind speeds are in the mid-afternoon, and the lowest are in the early morning. Extreme peak wind speeds are distributed evenly throughout the day.

a. Pedestrian Comfort and Wind Criteria

Wind conditions partially determine pedestrian comfort on sidewalks and in other public areas. In downtown areas, high-rise buildings can redirect wind flows around the buildings and divert winds downward to street level; each can result in increased wind speed and turbulence at street level.

Pedestrian comfort or discomfort is partially determined by sun exposure, temperature, clothing level, activity level, and wind speed. For winds up to four mph, there is no noticeable effect on pedestrian comfort. For winds from four to eight mph, wind is felt

on the face. Winds from 8 to 13 mph will disturb hair, flap clothing, and extend a light flag mounted on a pole. Winds from 13 to 19 mph will raise dust and disarrange hair. For winds from 19 to 26 mph, the force of the wind will be felt on the body. Winds greater than 26 mph may cause difficulty in walking. Winds over 34 mph can imbalance and blow people over.[3]

Section 148 of the proposed amendments to the Planning Code to implement the Downtown Plan (as amended by the Board of Supervisors on July 1, 1985) establishes an equivalent (including the effects of turbulence) windspeed of 11 mph as the comfort criterion in areas of substantial pedestrian use, seven mph in public seating areas, and 26 mph as a wind hazard criterion. New buildings and additions to buildings may not cause ground level winds that would exceed these levels more than 10% of the time year round between 7:00 a.m. and 6:00 p.m. If existing wind conditions exceed the comfort level, new buildings and additions shall be designed to reduce ambient wind speeds to meet the requirements, except when it is shown that the building or addition cannot be shaped or wind baffling measures cannot be adopted to meet these requirements without creating an unattractive building form and without unduly restricting development on the site. No building or addition that would cause wind speeds to exceed the 26 mph hazard level for a single hour of any year would be permitted.

The proposed project is not within the C-3 zoning district and is therefore not subject to the Downtown Plan ordinances. The project has, however, been tested and evaluated using the criteria established in the proposed Downtown Plan.

b. Existing Wind Conditions on Site

Between the hours of 7:00 a.m. and 6:00 p.m. on an annual basis, wind speeds now exceeded 10% of the time near the site range from 3.7 to 21.0 mph. Winds along California Street are generally the highest. Existing and project generated winds are presented in greater detail in the Chapter IV.C., page 56.

[1]This section is based upon "Wind Tunnel Studies for the California-Powell Street Project", EIP Associates, April 16, 1985. A summary of this report is included in Appendix D, page A-33, and the complete report is on file at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, Fifth Floor.

[2]The U.S. Weather Bureau data used in this analysis was originally acquired at the weather station atop the old Federal Building at 50 United Nations Plaza during the years 1945-1947 on an annual hourly basis for 16 equally spaced wind directions.

[3]Lawson, T.V., and A.D. Penwarden, 1976, "The Effects of Wind on People in the Vicinity of Buildings," Proc. Fourth International Conference Wind Effects on Buildings and Structures, London, 1975, Cambridge University Press, Cambridge, U.K., 605-622.

D. TRANSPORTATION, CIRCULATION AND PARKING

1. Street Network

The site, at the southeast corner of the California/Powell intersection, is served by a grid network of streets. In the vicinity of the site, Pine and Bush Streets are east-west streets, designated as "Primary Vehicular Streets"[1] in the Transportation Element of the City's Comprehensive Plan. Stockton Street, one block east of the site, and Taylor Street, two blocks west of the project, are north-south streets in the area (Figure 14, page 39).

In the vicinity of the proposed project, Stockton, Powell, Sacramento and California Streets are designated "Transit Preferential Streets"[2] in the Transportation Element of the City's Comprehensive Plan.

Pine, California and Sacramento Streets have parking prohibitions, and are tow-away zones, between 4:00 p.m. and 6:00 p.m., to facilitate the flow of outbound commuter traffic.

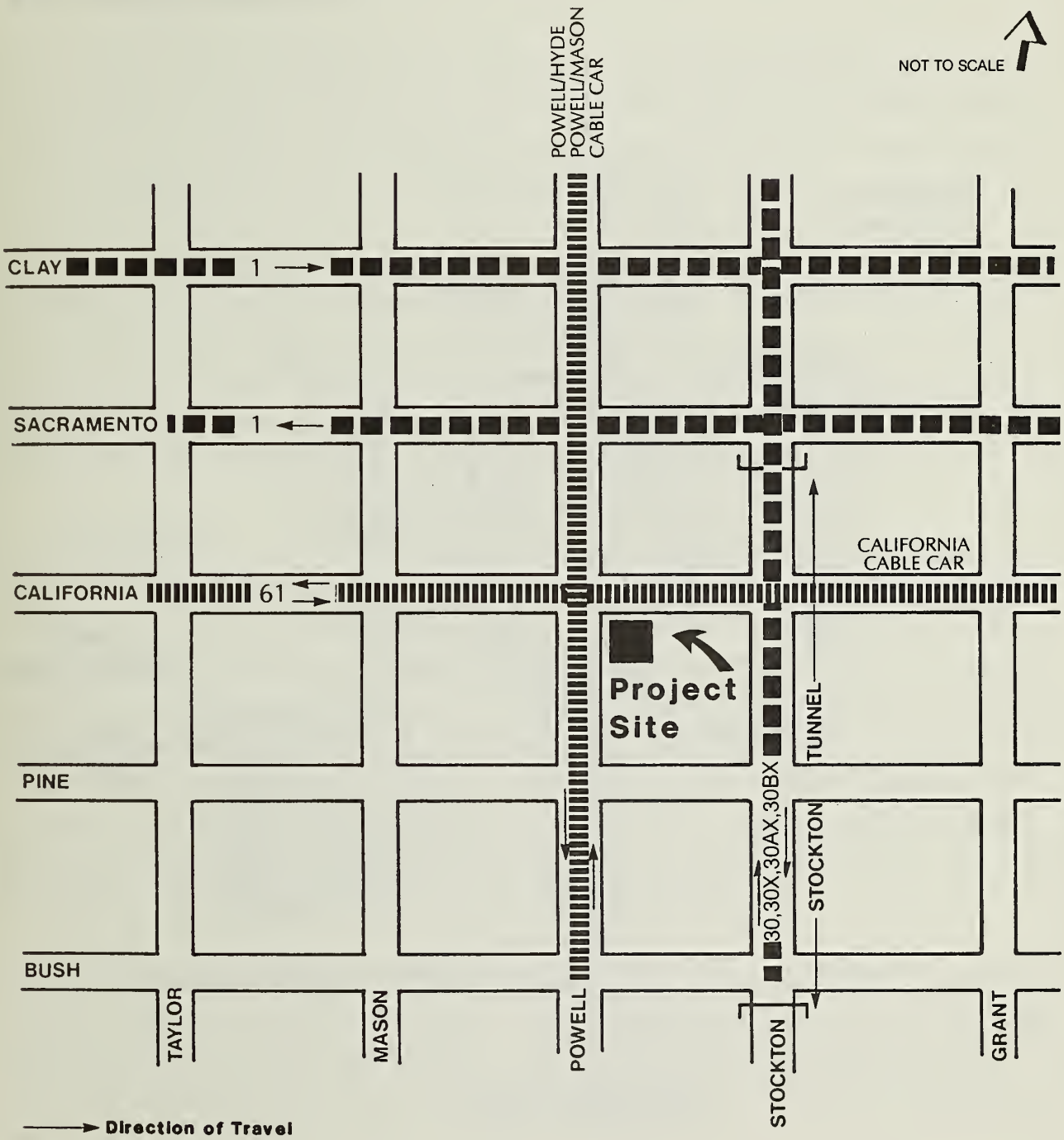
Immediately adjacent to the project site, Powell Street has a curb-to-curb width of 40 feet and California has a curb-to-curb width of 60 feet (Figure 15, page 40). Powell is a two-lane (two-way) street with 10-foot travel lanes along each curb and California is a four-lane (two-way) street. The center of both California and Powell Streets contains two-way cable car tracks. Both Powell and California have about a 17% slope adjacent to the project site.

The California/Powell intersection is controlled by a flashing red signal that acts as a four-way stop. No left turns are allowed at the intersection from any direction. Traffic counts were conducted for this project[3] at the intersection during the p.m. peak hour (4:30-5:30 p.m.). The peak hourly counts within this period indicate the intersection is operating at service level D. Capacity is reached at level E; thus, present conditions approach capacity for the intersection. The traffic counts were conducted during October, a month of moderate tourist activity. During the peak tourist season, the

STREET NETWORK / TRANSIT SERVICE IN PROJECT AREA (MUNI LINES)

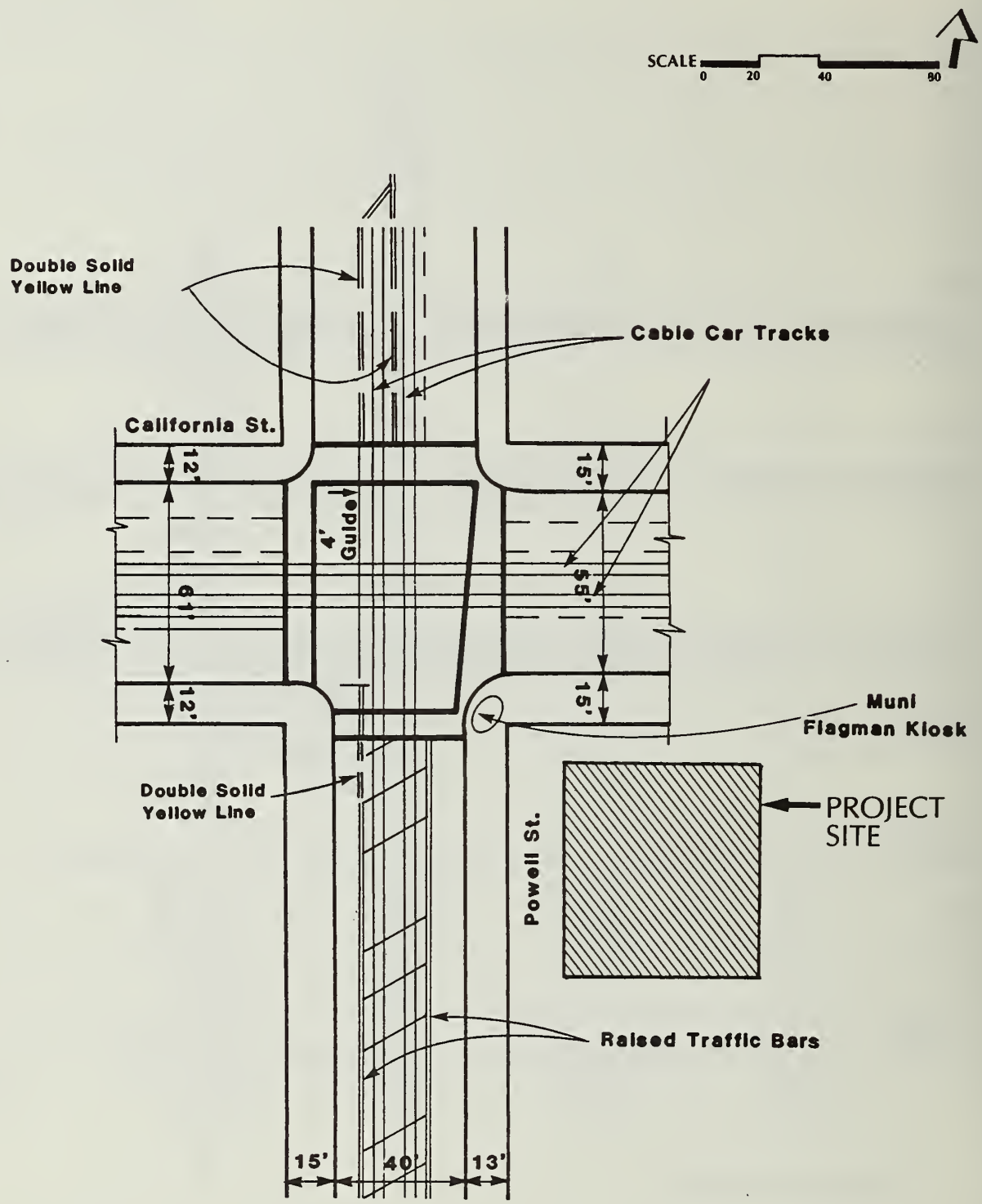
FIGURE 14

SOURCE: SAN FRANCISCO MUNICIPAL RAILWAY



EXISTING STREET/CABLE CAR CONDITIONS

FIGURE 15



volumes would include more tour buses and would be about 5 to 10% higher overall.[4] The intersection would then be expected to operate at service level E during the p.m. peak hour. This represents a worst-case situation as tourist and resident (commute) peak hours would be expected to be different.

Powell Street north of California Street is 50 feet wide curb-to-curb with cable car tracks continuing in the center of the street. No barrier separation other than pavement striping separates the auto lanes and the tracks. Curbside parking is permitted on Powell Street north of California Street. The Powell Street cable cars have one stop for each direction on California Street.

Approximately the same dimensions and descriptions apply to California Street west of Powell Street as to that portion east of Powell Street. Both east- and westbound California Street cable cars have a passenger stop to the west of Powell Street. Occasionally cable cars, particularly Powell Street cable cars, stop in the middle of California Street, blocking traffic as they load and unload passengers.

2. Transit Service

The California/Powell intersection is unique in terms of transit activity. The intersection of three cable car lines causes conflicts between the transit vehicles and automobiles. Muni provides a flagman to help regulate cable car and automobile flows. The flagman also regulates the crossing cable car lines so that the cars can stop at cable car passenger loading points at the California/Powell intersection (at the crest of the hill). There are no other locations where a flagman is used in the City. The Muni flagman is stationed in a kiosk at the southeast corner of the intersection, adjacent to the project site. Powell Street cable cars run approximately every six minutes each way during the peak hour and California Street cable cars run about every four to eight minutes.

Existing Muni service within two blocks of the project site is shown on Figure 14, page 39. Based on Muni statistics,[5] the load factor[6] on the cable car lines ranged from 1.44 to 2.48 during the peak hour. This represented a volume to capacity ratio ranging from 65% to 99%. In the peak outbound direction (westbound), California Street cable cars experience

a volume capacity ratio of 66%. In the peak hour, outbound Powell/Hyde cable cars are at 65% capacity and Powell/Mason cable cars are at 99% capacity. During the peak tourist season, all cable car lines experience higher load factors.

Other Muni lines in the project vicinity include the 1-California, the 30-Stockton and the 30X, 30AX and 30BX expresses. During the peak hour, these lines range from 71% capacity to 114% capacity. The 30-Stockton runs at 98% capacity and the 30BX at 71%. The 1-California and 30AX are over capacity at 110% and 114%, respectively.

3. Pedestrian/Bicycle Facilities

Field review[3] indicates that about 90% of the pedestrian activity adjacent to the project site is due to cable car passengers. The existing pedestrian flows are generally in the open range with no conflicts (see Appendix B, page A-27, for pedestrian flow definitions).

While pedestrian flows on sidewalks and crosswalks tend to be open, pedestrian problems relate to cable car passengers queuing in the street areas. This queuing occurs on the north leg of Powell and the west leg of California, resulting in pedestrian obstruction of traffic flow. Unlike other Muni stops, passengers must cross the auto lane to board the cable car, which is in the interior lane.

There are no bicycle routes designated by the Transportation Element of the San Francisco Comprehensive Plan in the project area.

4. Parking

Surveys of on-street parking facilities[7] within a two-block radius of the project site showed that all legal parking spaces were occupied during the survey periods. Excluding yellow, white or green zones, 320 available on-street parking spaces were counted. All spaces counted have one- to two-hour parking time limits (parking is metered on California east of Powell). To facilitate the flow of outbound commuter traffic, several streets have a 4:00 p.m. to 6:00 p.m. parking prohibition and these restrictions reduce the available parking to 190 spaces. Such streets include the north and south sides of Pine

Street, the north side of California Street and the north and south sides of Sacramento Street.

Off-street parking facilities within two blocks of the project site, the area bounded by Clay, Bush, Taylor and Grant Streets, were also reviewed.[8] In this area there are eight off-street parking garages containing a total of 1,005 spaces, not including the existing lot on the project site. Based on field observation and discussions with garage attendants, these spaces have an average occupancy of about 75% during both the day and evening periods. It was determined, however, that the 70-space garage adjacent to the project site on California Street (for the use of guests of the Stanford Court Hotel) is essentially 100% occupied during the evening hours. It should be noted that parking occupancy varies with hotel activity, the season and weather conditions. The project site currently contains a 17-space surface parking lot available to the public. Field observation indicates an average daytime and evening occupancy of about 75-100%.

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[1]Primary Vehicular Streets are defined as "streets functioning as major routes for automobile and truck movements into and out of the downtown area, chiefly to and from the parking belts for automobiles."

[2]Transit Preferential Street is defined as "an important street for transit operations where interference with transit vehicles by other traffic should be minimized."

[3]EIP field survey, October 4, 1984 and March 29, 1985.

[4]The average occupancy in quality downtown hotels is about 80-86%. (Source: Final EIR Hotel Ramada, EE80.171, SFDCP, certified January 29, 1981.) At 100% occupancy, the hotel traffic in the project area would be higher than when traffic counts were conducted. The increase from tourists during peak season has been estimated at 5-10%.

[5]San Francisco Municipal Railway, Maximum Load Point checks, Spring, Fall 1982, issued January 1983.

[6]Load Factor = ratio of patronage to seats.

[7]Initial on-street parking survey was conducted January 1979 by D. K. Goodrich, Traffic Engineer. A follow-up on-street parking survey was conducted by EIP in September 1984. The 1984 survey found an 88% occupancy rate between 10:00 a.m. and noon. This substantiates that parking conditions remain generally unchanged in the area.

[8]Off-street parking conditions surveyed March 1985 by EIP.

IV. ENVIRONMENTAL IMPACTS

A. ISSUES NOT ADDRESSED

The California/Powell Project was examined in an Initial Study to identify its potential effects on the environment. Some impacts of the proposed projects were determined to be potentially significant and will be analyzed below. Certain potential environmental issues were determined to be either insignificant or their potential impacts would be mitigated through measures incorporated into the project design. These will not be addressed in the EIR: land use; light and glare; population, employment and housing; noise; air quality; impacts from odors/burning of materials; utilities and public services; geology/topography; water; energy; hazards; cultural resources; and biology. A copy of the Final Initial Study is attached to this report as Appendix A, page A-1.

B. URBAN DESIGN AND VISUAL QUALITY

The proposed project would replace a vacant lot (6,100 square feet) with an 11-story residential tower. The tower would be composed of four differentiated elements that would break up the perceived bulk of the building. The four-level base would include parking levels B1 and B2, the ground floor and the second floor. Due to the slope of the site, the tallest points of this base would be at the lower elevations on Powell and California Street. The arched entrance on California Street would echo the arched entrances of other buildings in the area, such as Stanford Court's entrance above the site on California Street. This arched treatment would be repeated on the Powell Street side of the proposed project. From the second floor to the ninth floor, columns of slightly projecting, articulated bay windows would extend up the California and Powell facades. Horizontal coursing at the corners of this midsection would balance the vertical emphasis of the window columns. At the tenth and eleventh floors, picture windows would replace the bay windows with dormers, merging with the hip roof of the main building. A hip roof with gables would cap the building. The relationship of the project design to applicable policies of the Urban Design Element of the Comprehensive Plan is discussed in Table 3, page 46.

From the foot of Powell at Market, the project would appear as a new element in the skyline of Nob Hill. While the project area includes buildings of mixed age and architectural treatment, there is a relative consistency of building scale transition, wherein taller buildings are situated toward the top of the hill, while lower structures progress down the hill toward its base. The general effect is to emphasize the hill's ascending form. The project site is located below the summit of Nob Hill; the proposed 11-story building would rise above the structures located immediately adjacent on three sides. Three photomontages of the proposed project show how it would appear to the viewer from two vantage points below the site (Figure 16 and 17, pages 49 and 50) and from a point looking down to the site (Figure 18, page 51). Other cross-sectional elevations of the proposed project area are shown in Figures 19 and 20, pages 52-53. The project's roof would be about 10 feet taller than the Stanford Court Hotel directly to the west.

TABLE 3
RELATIONSHIP BETWEEN APPLICABLE URBAN DESIGN POLICIES OF THE COMPREHENSIVE PLAN AND THE PROPOSED PROJECT

APPLICABLE URBAN DESIGN POLICIES	RELATIONSHIP OF PROJECT TO POLICIES
A. Policies for City Pattern	
1. Policy 1: "Recognize and protect major views in the City, with particular attention to those of open space and water."	The panoramic views of downtown and beyond that are currently enjoyed by Stanford Court and the University Club would be effectively blocked by the proposed project. The introduction of a new building on a heretofore vacant site could detract from the quality of views from the Fairmont tower although views would be not completely obstructed. The proposed project would be visible as an integral part of the Nob Hill skyline from points south, east and north of Nob Hill.
2. Policy 2: "Recognize, protect and reinforce the existing street pattern, especially as it is related to topography."	The proposed project would visually reinforce the edge of the intersection of California and Powell Streets and help define the existing grid street pattern. The project site is located below the summit of Nob Hill; the proposed 11-story building would rise above structures immediately adjacent on three sides. Therefore, the project would not reinforce the pattern of building height progressively stepping down from the top of Nob Hill toward the base of the hill toward the east.
3. Policy 3: "Recognize that buildings, when seen together, produce a total effect, which characterizes the City and its districts."	The building bulk could appear compatible with the Stanford Court, Fairmont and Mark Hopkins Hotels because of the greater length and width of these structures. The building's height, however, would exceed some structures immediately adjacent to it. The architectural design of the project is intended to complement the more ornamented styles of older buildings in the neighborhood. The base section of the building would relate to lower structures in the area.

4. Policy 5: "Emphasize the special nature of each district through distinctive landscaping and other features."	Luxury highrise apartments and condominiums exist in a concentration on Nob Hill. The proposed project would provide continuity with this type of development. Street trees on Powell Street and planter boxes on California would add to the street milieu.
B. Conservation	
5. Policy 6: "Respect the character of older development nearby in the design of new buildings."	The roofline of the proposed structure would be pitched. As opposed to the flat roofs common to many modern buildings, this type of roof would offer more visual interest to the observer on the street and to those looking down on it. (See also item 3 above.)
C. Policies for Major New Development	
6. Policy 1: "Promote harmony in the visual relationships and transition between new and older buildings."	Nob Hill contains a mix of architectural styles. The proposed project's external form and appearance would differ from its neighbors, but through articulation of the building face by bay windows and detailing, the project would emulate the level of ornamentation found in older buildings.
7. Policy 2: "Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance."	The proposed project would be light in color and window glass would be clear. The projecting windows would be similar to the bay windows found on residential structures throughout the City.
8. Policy 5: "Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development."	At 120 feet, the proposed project would be taller than all of its immediate neighbors except for the Fairmont tower. (See also item 2 above.)
9. Policy 6: "Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction."	The proposed project would be less bulky than the Fairmont, which occupies an entire block, or the Stanford Court, Mark Hopkins Hotel or Cogswell College, each of which cover at least one-half of a city block. (See also item 3 above.)

D. Neighborhood Environment

10.	Policy 13: "Improve pedestrian areas by providing human scale and interest."	Pedestrian access to the project would be up stairs and through a lobby on California Street. The arched entrance along with other architectural details at street level would help relate the building to human scale. Pedestrian interest at this intersection is mainly attracted to cable cars, but the project's presence would provide an alternate focus.
11.	Policy 14: "Remove and obscure distracting and cluttering elements."	Removal of the existing retaining wall and surface parking would be expected to improve the appearance of the project site over existing conditions.

Source: EIP Corporation

PHOTOMONTAGE: LOOKING WEST ON CALIFORNIA STREET

FIGURE 16

SOURCE: TAI ASSOCIATES/ARCHITECTS

PHOTOMONTAGE: LOOKING NORTH ON POWELL STREET

FIGURE 17

SOURCE: TAI ASSOCIATES/ARCHITECTS

PHOTOMONTAGE: LOOKING EAST ON CALIFORNIA STREET

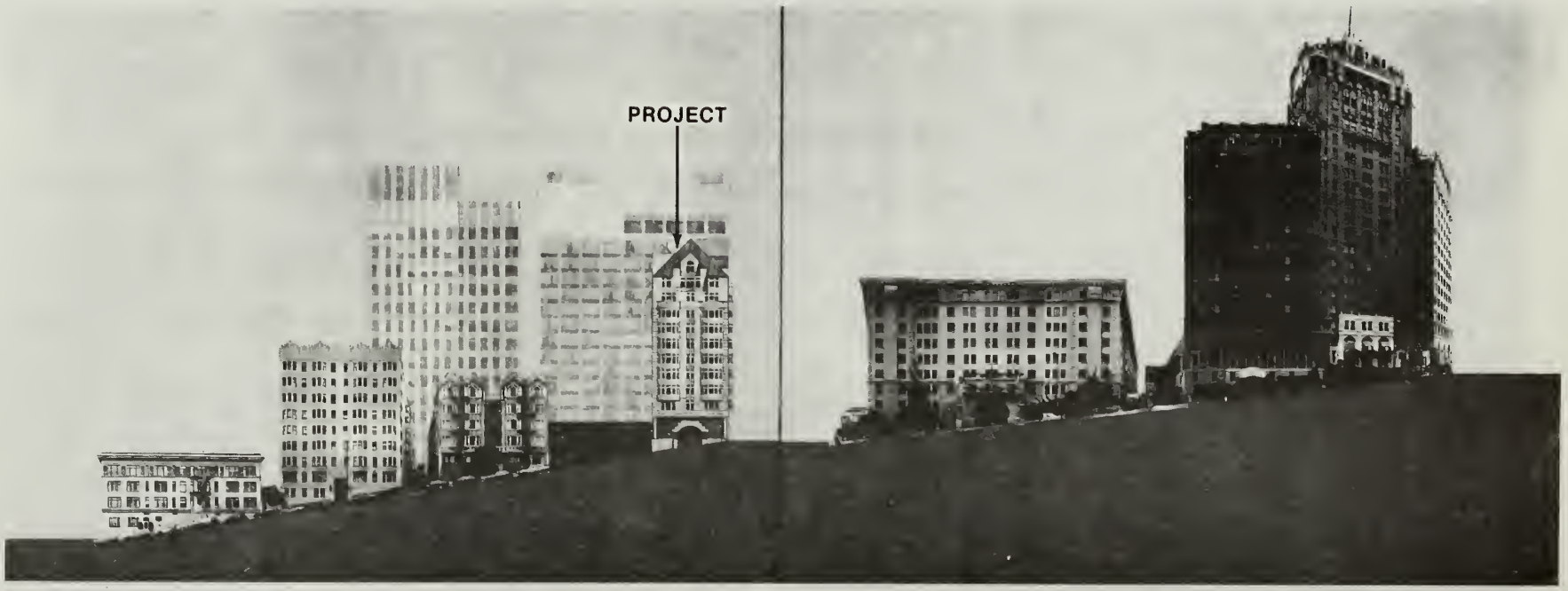
FIGURE 18

SOURCE: TAI ASSOCIATES/ARCHITECTS

PHOTOMONTAGE: CALIFORNIA STREET ELEVATION

FIGURE 19

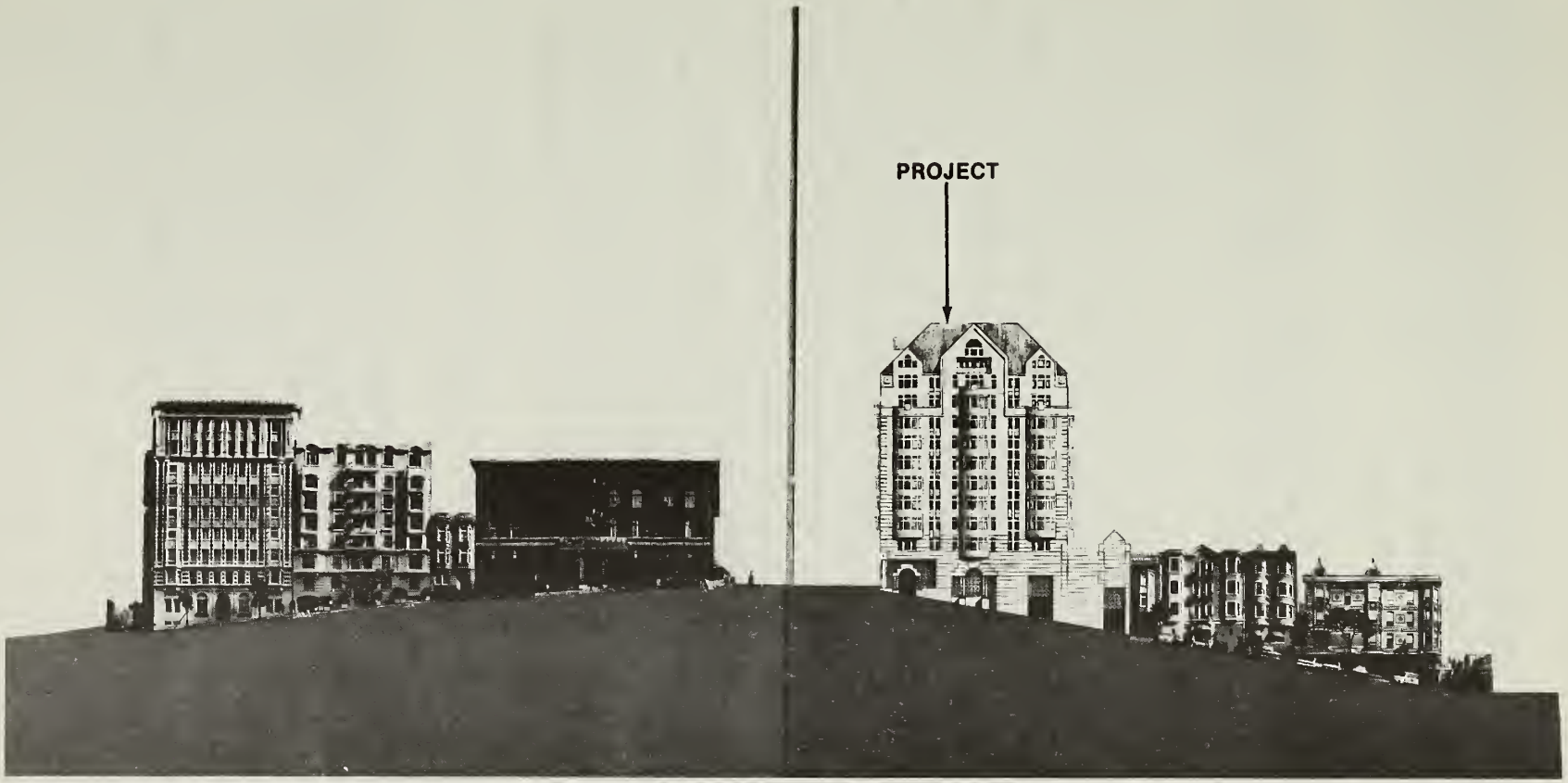
SOURCE: TAI ASSOCIATES/ARCHITECHTS



PHOTOMONTAGE: POWELL STREET ELEVATION

FIGURE 20

SOURCE: TAI ASSOCIATES/ARCHITECTS



The project would not reinforce the pattern of building height progressively stepping down from the top of Nob Hill toward the base of the hill toward the east (California to Market Street). The proposed project would mark the crest of Powell Street at California, from where Powell descends north to Chinatown.

From more distant vantages, such as Potrero Hill to the south or Telegraph Hill to the east, the project would be only intermittently visible due to intervening topography and buildings.

In the immediate vicinity of the project, the Stanford Court Hotel and University Club would be most affected by the project in terms of visual impacts. Any structure on the project site of two stories or more in height would obstruct views from these buildings in varying degrees. The project would eliminate views eastward of the Financial District from the central portion to the north end of the Powell Street side of the Stanford Court Hotel due to the height and 93-foot length of the proposed structure. Views south from the four-story University Club, located immediately north of the site across California Street, also would be obstructed. Some views southeast from the California Street side of the Fairmont Hotel would be affected. Views from the Fairmont Tower and elevator on the exterior of the tower facing California Street would encompass the new structure to the southeast, but it would not obstruct major portions of view area toward the downtown. Views west from lower elevations on California Street east of the project site, and views north from lower elevations on Powell Street south of the project site would encounter some view blockage of the Stanford Court and University Club, respectively.

The project would be visible from the south side of Huntington Park.

The project would contribute to strengthening the form of the street network of Nob Hill by visually defining the southeast portion of the intersection of California and Powell Streets. There would be a loss of vacant space because there is currently no structure on the project site and a sense of enclosure would be increased. Street-level sight lines would be more strongly directed down Nob Hill along the existing street corridors. Removal of the existing retaining walls and surface parking, and visual access to the

building's interior at the street-level entry would be expected to improve the appearance of the project site over existing conditions. Further pedestrian area visual improvements would be made by planting street trees.

Although the project would be similar in height to some residential and hotel buildings such as the Stanford Court Hotel, it would be higher than the University Club and taller than all of the buildings on its block. The building's bulk, defined by its height, length and width, would appear similar to the Stanford Court, Fairmont and Mark Hopkins Hotels because of the greater length and width of these structures.

C. SHADOWS AND WIND

1. Shadows

Figures 21-24 on pages 57-60, indicate shadow patterns that the proposed building would project during various portions of the year. The analysis is for periods when the sun would be lowest in the sky (December 21), through periods when the sun would be highest in the sky (June 21). The times of analysis are 10:00 a.m., noon and 3:00 p.m. Shadows are not shown on building rooftops. Generally, only those existing shadows in the immediate vicinity of the project that may overlap with project-generated shadows are shown.

Nearby public spaces which would be sensitive to shadow impacts include Huntington Park, 1-1/2 block to the west, Chinese Playground, 2 blocks to the northeast in the block bounded by Sacramento, Clay, Stockton and Grant, and the cable car stops on Powell and California Streets near the intersection of Powell and California. The California/Powell intersection attracts a number of pedestrians who wait to board the two cable cars that cross at this intersection. The Powell Street cable car stops north of California Street to board passengers and the California Street cable car stops west of Powell Street to permit loading.

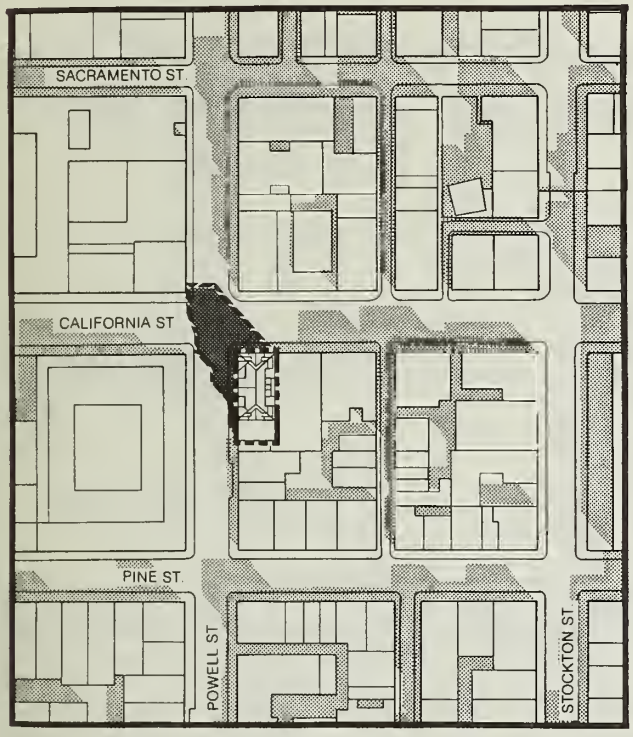
Project shadow impacts would vary according to the season and time of day. Many of the project's shadows would fall in areas shadowed by existing buildings and would not increase shadowed areas. Sunlight would no longer reach the windows of structures near the project site that fall within project-induced shadows, as shown in the shadow diagrams.

At 10:00 a.m. on March 21 (see Figure 21), the project would add shadows to the intersection of California and Powell Streets. At noon the shadows would have passed east through the intersection and would extend across California Street. By 3 p.m. on March 21, the shadow would have travelled east about halfway down California Street between Powell and Stockton Streets.

At 10:00 a.m. on June 21 (see Figure 22), the shadow would be concentrated on Powell Street just south of the intersection with California Street. At noon the shadow would

SHADOW PATTERNS: MARCH 21

FIGURE 21



10:00 AM

SHADOWS FROM EXISTING BUILDINGS

NEW SHADOWS FROM PROPOSED PROJECT

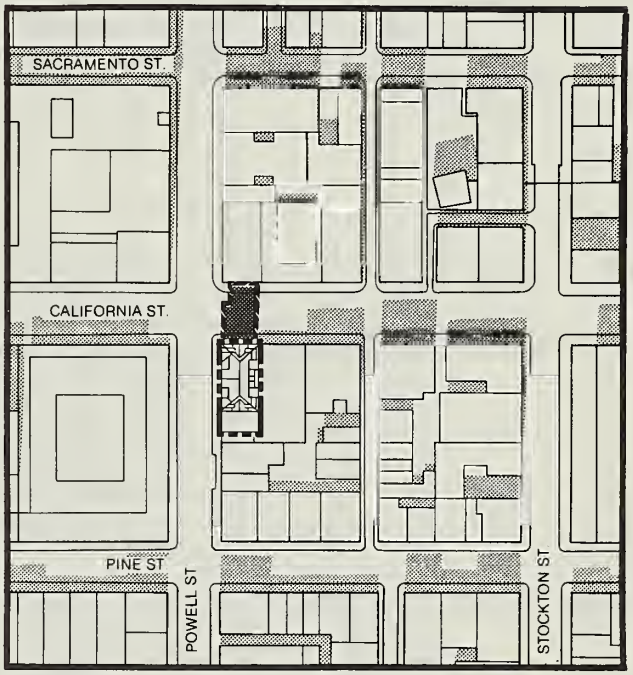
PROJECT SITE BOUNDARY

OUTLINE OF PROJECT SHADOW (Flat Plane)

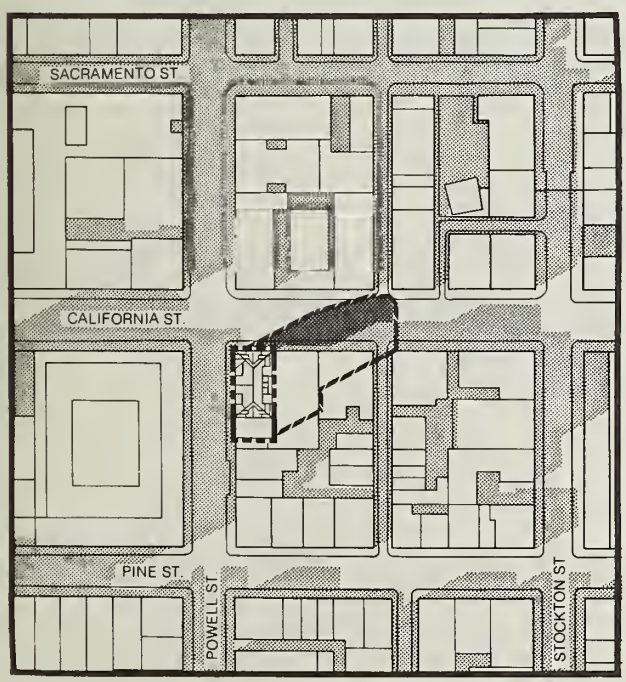
PARKS

SOURCE: EIP ASSOCIATES

FEET 0 100 200 400



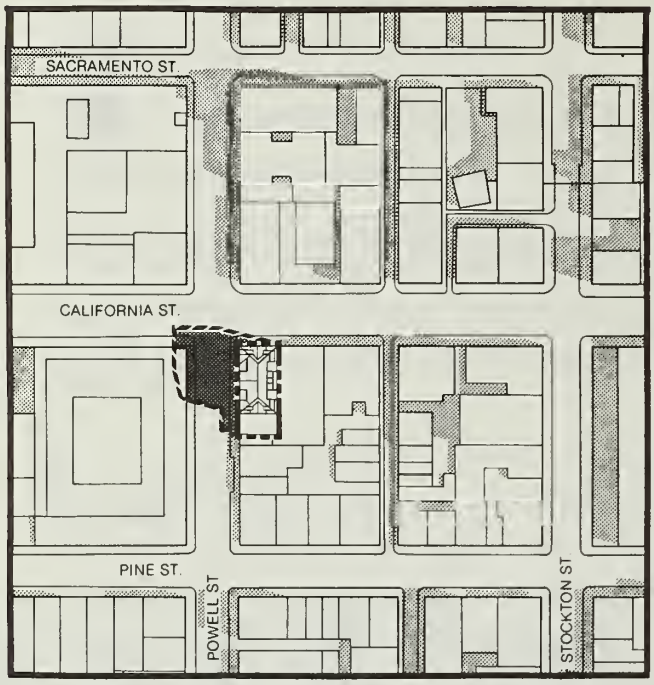
12 NOON



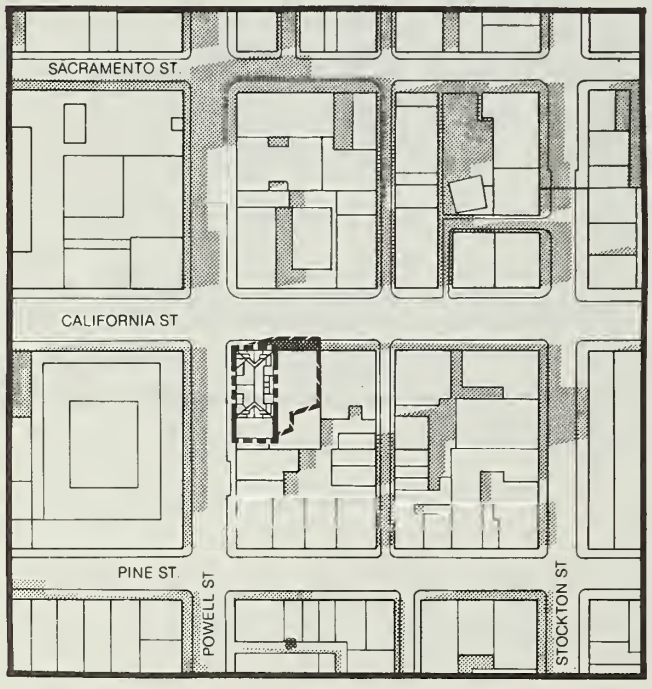
3:00 PM

SHADOW PATTERNS: JUNE 21

FIGURE 22



10:00 AM



3:00 PM

SHADOWS FROM EXISTING BUILDINGS

NEW SHADOWS FROM PROPOSED PROJECT

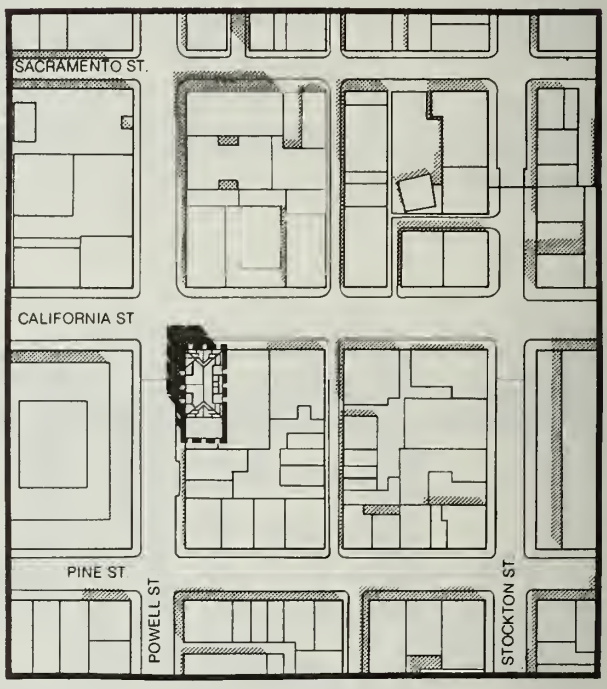
PROJECT SITE BOUNDARY

OUTLINE OF PROJECT SHADOW (Flat Plane)

PARKS

SOURCE: EIP ASSOCIATES

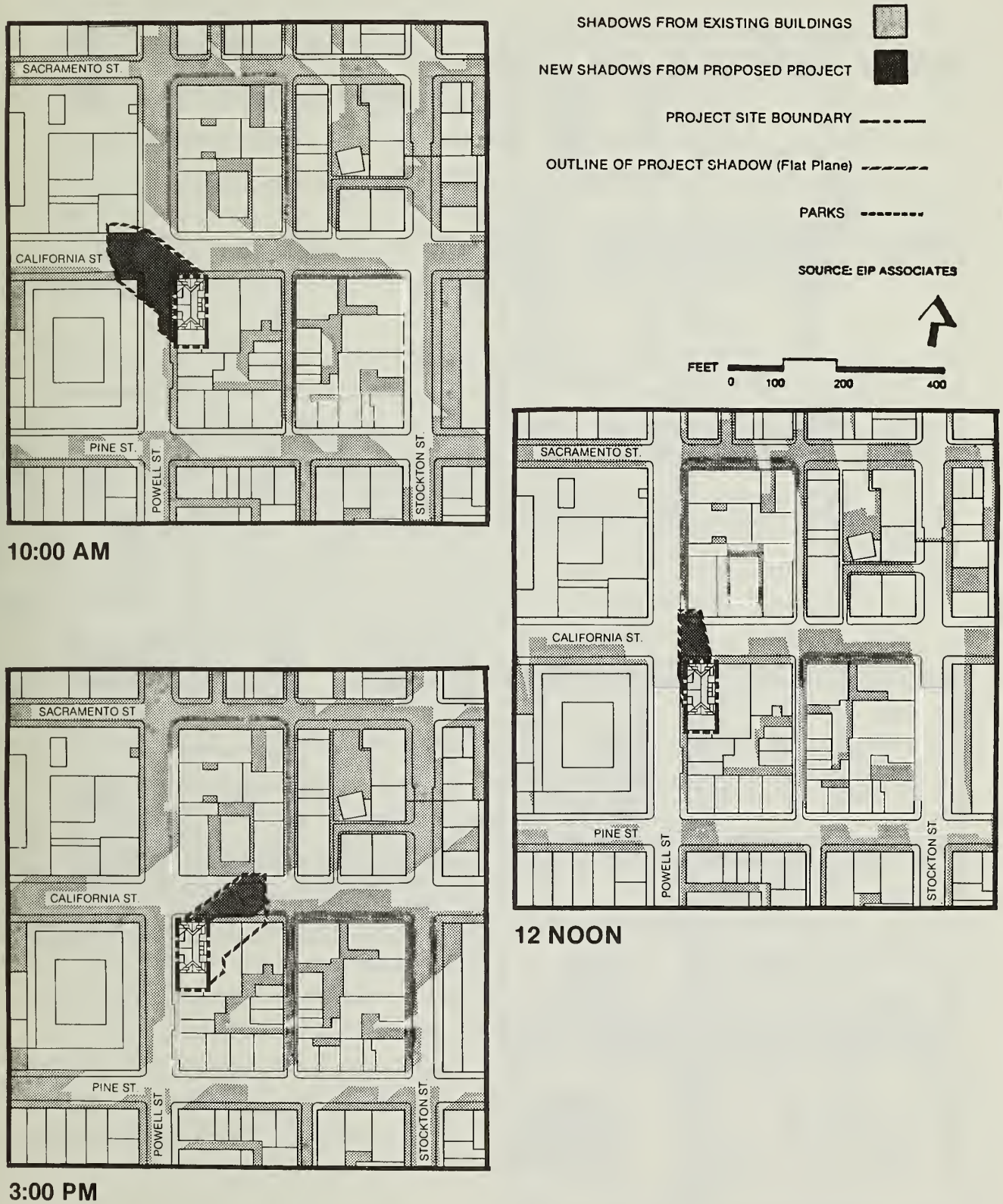
FEET 0 100 200 400



12 NOON

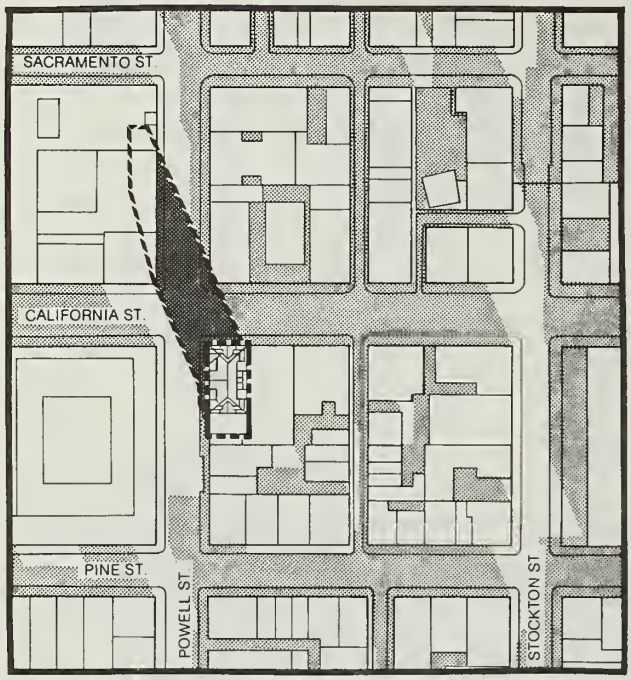
SHADOW PATTERNS: SEPTEMBER 21

FIGURE 23



SHADOW PATTERNS: DECEMBER 21

FIGURE 24



10:00 AM

SHADOWS FROM EXISTING BUILDINGS

NEW SHADOWS FROM PROPOSED PROJECT

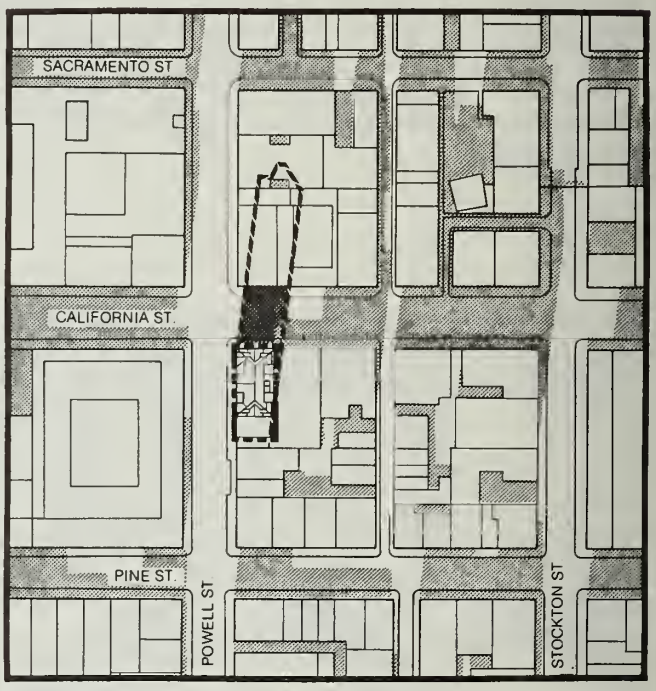
PROJECT SITE BOUNDARY

OUTLINE OF PROJECT SHADOW (Flat Plane)

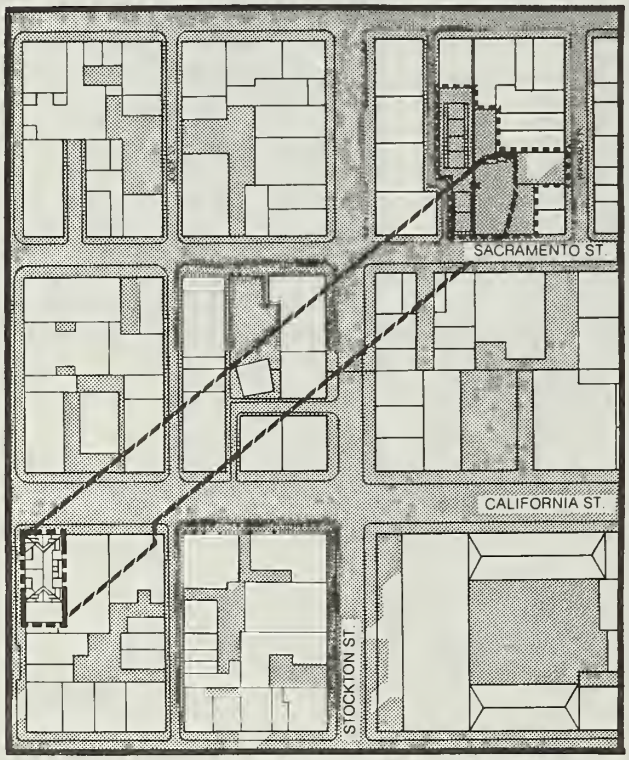
PARKS

SOURCE: EIP ASSOCIATES

FEET 0 100 200 400



12 NOON



3:00 PM

fall on the sidewalk of the southeast corner of California and Powell Streets. On June 21 at 3:00 p.m. the project would not add to existing shadows on the sidewalk or street.

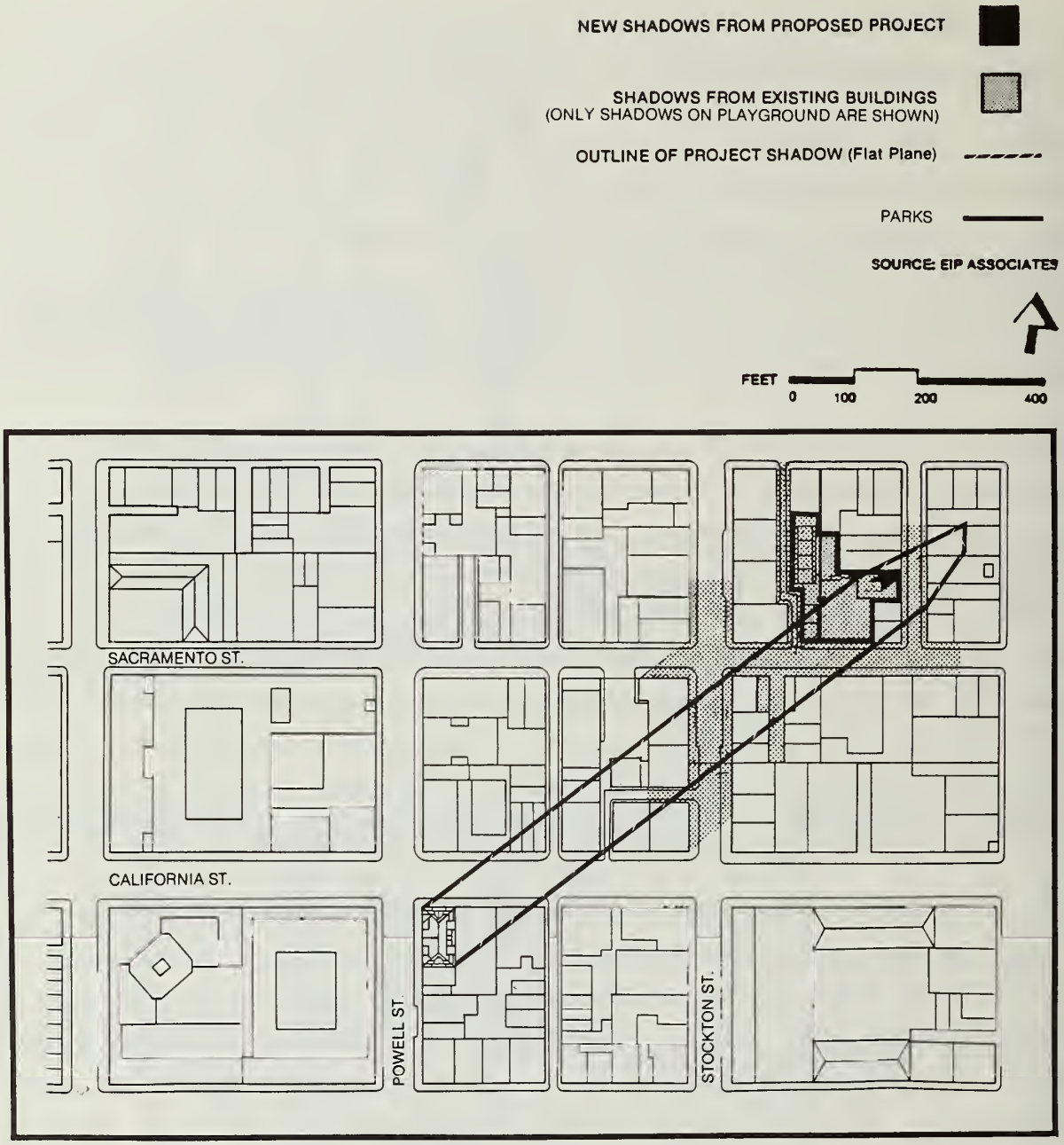
On September 21 at 10:00 a.m the project would add shadows to most of the intersection of California and Powell Streets including the California Street cable car boarding area west of Powell Street (see Figure 23). Additional segments of both streets west and south of the intersection would be shaded by the project. At noon on September 21 the shadow would be limited to a portion of California Street, east of the intersection. By 3:00 p.m the shadow would shade part of California between Powell and Joice Streets.

At 10:00 a.m. on December 21 (see Figure 24), the project would shade the majority of the intersection and much of Powell Street between California and Sacramento including the Powell Street cable car boarding area north of California. At noon the shadow would be cast on California Street directly north of the project. At 3:00 p.m the project would cast a shadow to the northeast past the intersection of Sacramento and Stockton. No new shadows from the project would be generated because existing shadows would be present at this time. The project shadow would lengthen and move to the east until sunset. For a period between 3:00 p.m. and 3:30 p.m. the lengthening shadow would create new shadow on the Chinese Playground (see discussion below). This shadow is shown in Figure 25, page 62.

Proposition K, the Park Shadow Ban initiative, was passed by the voters in June 1984 and the ordinance implementing the language was passed by the Board of Supervisors on January 30, 1985. Proposition K prohibits significant shadow impacts by all buildings over 40 feet high on open space under the jurisdiction of, or designated to be acquired by, the Recreation and Parks Department from one hour after sunrise to one hour before sunset, 365 days a year. The Chinese Playground is a Proposition K-governed property. Project-generated shadows would be cast on the Chinese Playground on winter afternoons, however the playground is already covered by existing shadows during much of that time so the project shadow would not constitute a "new" shadow for most of the time. On December 21 portions of the northeastern corner of the upper basketball court of the playground would be newly shaded by shadows generated by the proposed project from approximately 3:07 p.m. to 3:23 p.m. PST. New shadows would fall on the playground

SHADOW PATTERNS: DECEMBER 21, 3:15 PM

FIGURE 25



from December 12 to December 31. The extent of the area covered by new shadows would range from zero to a maximum of 900 square feet (4.2% of playground area) between 3:10 p.m. and 3:15 p.m. PST on December 21. The area covered by new shadow would be less on dates approaching either end of the period of potential impact. This worst-case shadow condition caused by the proposed project is shown in Figure 25. Additional shadow diagrams covering a greater area and times between 3:00 and 3:30 p.m. on December 21 are on file at the Department of City Planning, Office of Environmental Review, 450 McAllister Street. Bioclimatic data indicates that the percentage of possible sunshine available in San Francisco during December is 53%; cloud cover or overcast conditions exist for 47% of the time during daylight hours in this month.[1]

At various times, new shadows would be cast on portions of California and Powell Streets. Impacts on California Street would occur in the afternoon throughout the fall, winter and spring. Impacts on the intersection of California and Powell and on the cable car boarding areas would occur in the fall, winter and spring during the morning hours. At no time would any project shadows fall on Huntington Park, 1-1/2 blocks to the west, because of the steep uphill terrain and the bearing angle of the sun in that direction. Huntington Park is not included in the diagrams in this report. Diagrams encompassing the area bounded by Taylor, Clay, Grant and Bush Streets are on file at the Department of City Planning, Office of Environmental Review, 450 McAllister Street.

2. Wind[2]

Wind-tunnel tests of localized wind speeds and directions at 25 surface locations at and near the project site were conducted using a scale model of the site, the project, and vicinity. The study included separate tests of northwest, west-northwest, and west and west-southwest winds under existing conditions and with the proposed project.

An equivalent windspeed of 11 mph is set as the comfort criterion and 26 mph as a wind hazard criterion in the proposed ordinances to implement the Downtown Plan. Section

148 of the proposed ordinances establishes comfort levels of 11 mph equivalent wind speed for areas of substantial pedestrian use and seven mph for public seating areas. New buildings and additions to buildings may not cause ground level winds that would exceed these levels more than 10% of the time between 7:00 a.m. and 6:00 p.m. year round, or that would cause winds that exceed the 26 mph hazard level for a single hour of any year.

a. Wind Conditions with the Proposed Project

The results of the wind tunnel analysis are presented in tabular form within Figure 26, page 65. The values presented are the estimated equivalent wind speeds that would be exceeded 10% of the time between the hours of 7:00 a.m. and 6:00 p.m. on an annual basis. As shown in Figure 26, the 10% exceeded wind speeds for the existing setting range from 3.7 to 21.0 mph. With the proposed project these wind speeds would range from 3.9 to 20.6 mph. Windspeeds with the project are generally lower than existing or are unaffected. Windspeeds would increase at eight of the 26 locations tested, four of which are on Powell Street south of the intersection, one at the northwest corner of California and Joice, one at the northwest corner of California and Powell, one at the south side of California between Powell and Joice, and one on the south side of California near the entrance to the Stanford Court Hotel. Three of these locations currently exceed the comfort criteria of 11 mph.

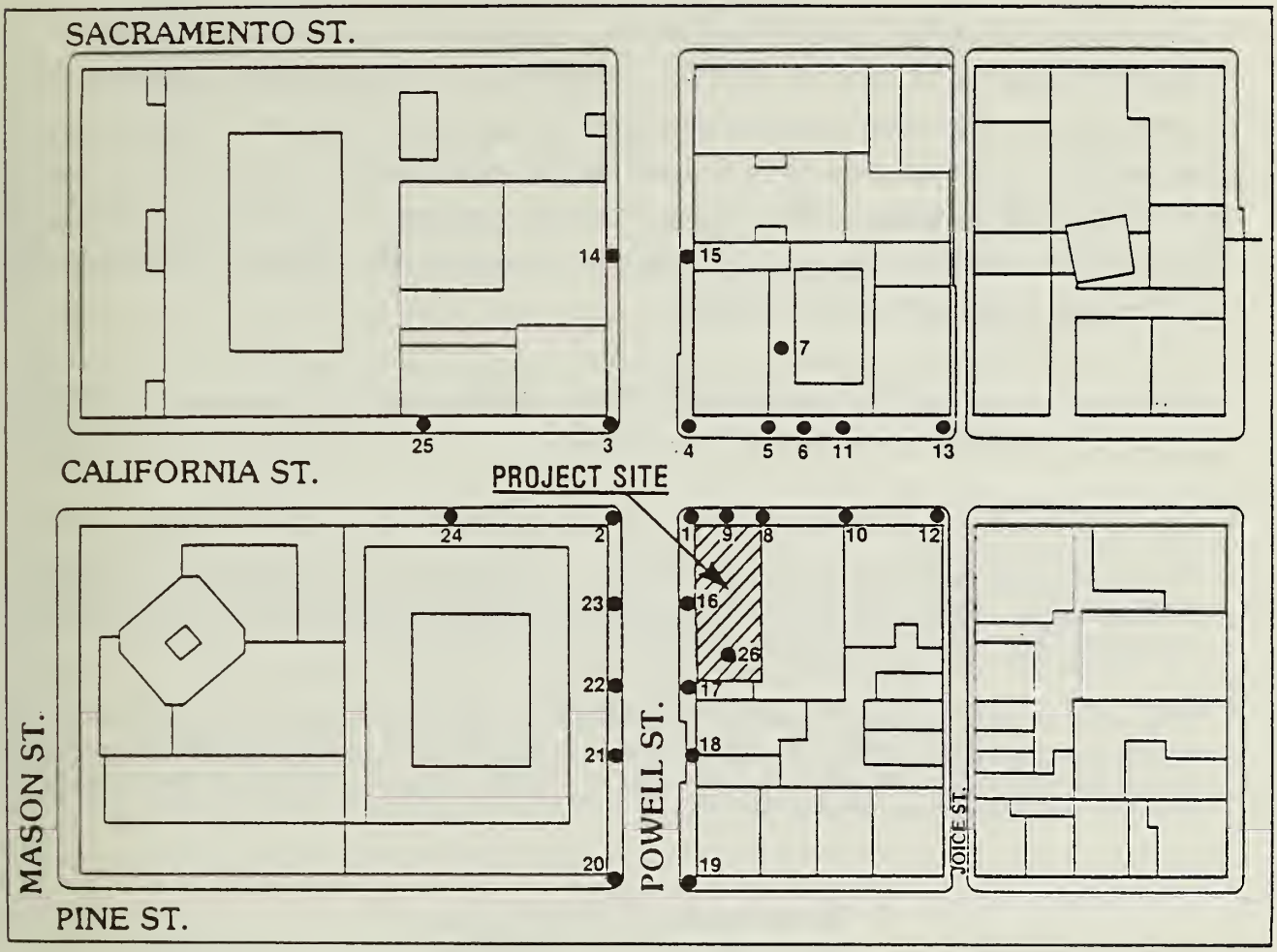
Fourteen of the 26 locations near the site that were tested exceed the 11-mph comfort criterion. All these locations would continue to exceed the criterion with the project. No new areas exceeding the criterion would be created by the project. There are three locations where the 11 mph criterion currently is exceeded and the project would increase winds. The increase in frequency of winds greater than 11 mph is less than 3% at all of these locations.

The proposed amendments to the Planning Code to implement the Downtown Plan specify that where the 11 mph criterion is currently exceeded, a project must reduce the windspeeds to that level. Exceptions may be granted by the City Planning Commission. This requirement would not apply to this project because it is not in the C-3 district.

EQUIVALENT WIND SPEEDS AT PEDESTRIAN LEVEL NEAR THE PROJECT

FIGURE 26

SOURCE. DON BALLANTI



TEN PERCENT EXCEEDED EQUIVALENT WIND SPEED, MPH

Location	Existing	Project	Location	Existing	Project
1	18.4*	17.6*	14	20.0*	19.9*
2	21.0*	18.7*	15	19.9*	16.7*
3	13.0	13.7+	16	9.6	10.6+
4	17.2*	17.2*	17	7.7	10.9+
5	14.6	14.0	18	7.3	10.2+
6	12.4	12.4	19	8.7	7.9
7	3.9	3.9	20	14.3	14.3
8	17.7*	15.6*	21	3.7	6.9+
9	18.3*	16.6*	22	7.6	7.6
10	12.3	12.7+	23	9.6	7.2
11	10.9	10.0	24	20.5*	20.6+*
12	7.3	7.0	25	17.1*	16.8*
13	7.4	7.7+	26	--	7.9

Comfort Criteria - 11 mph in pedestrian areas, 7 mph in seating areas.
Hazard Criterion - 26 mph for one hour per year (locations exceeding the hazard criterion are marked with an asterisk, locations exceeding the comfort criterion are underlined).

The proposed Planning Code amendments to implement the Downtown Plan specify a hazard criterion of 26 mph for any hour in the year. The purpose of the criterion is to avoid extreme winds which may be hazardous to the elderly and infirm. This level would be exceeded at nine locations near the existing site, and would continue to be exceeded at these nine points with the project. Winds would be increased at one location, decreased at seven locations and unaffected at one location. Locations exceeding the hazard criterion are marked in Figure 26 with an asterisk.

The terrace space within the project would have a 10% exceeded wind speed of 7.9 mph, above the 7.0 comfort criterion for sitting areas.

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[1]San Francisco Department of City Planning, Downtown Plan, Proposal for Adoption, August 1984, Table 10, page 89, (source: National Oceanographic and Aerospace Administration, Technical Memorandum NWS-WR-126, 1978).

[2]This section based upon "Wind Tunnel Studies of the California-Powell Project", EIP Associates, April 16, 1985. A summary of this report is included in Appendix D, and a complete report is on file at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, 5th Floor.

D. TRANSPORTATION, CIRCULATION AND PARKING

1. Trip Generation and Analysis of Street Network

Person-trip generation estimates were prepared on a daily and p.m. peak-hour (4:30-5:30 p.m.) basis. Based on research conducted by the California Department of Transportation (Caltrans),[1] the project would generate about eight daily person trips per dwelling unit with 10% of the trips occurring during the p.m. peak hour. The 16 units would generate about 128 daily trips with 13 trips during the p.m. peak hour. Vehicle occupancy and modal split estimates were prepared to obtain the number of vehicles that would be generated by the proposed project. Estimated modal splits and trips by mode are shown in Table 4 below.

Although the Initial Study identifies cumulative traffic, transit, pedestrian and parking as impacts to be addressed in the EIR, as a residential project within a very short distance of the C-3, this is not appropriate. Person trips from the downtown to residences are analyzed in the Downtown Plan EIR. Analyzing these trips from the downtown to this project would be double counting. Trips outside the C-3 district would not result in cumulative transportation impacts because measurable impacts of this project would not overlap those of other proposed residential projects in the area.

TABLE 4[1]
MODAL SPLIT/PERSON TRIPS

Mode	Percent	Daily Trips	P.M. Peak Hour Trips
Auto	40%	51	5
Transit	10%	13	1
Walking	10%	13	1
Taxi	40%	51	5
TOTAL	100%[2]	128	12

[1]Estimate by George Nickelson, Traffic Engineer; because of the size and cost of the proposed condominium units, occupants would probably not follow traditional modal split and would rely on autos and taxis for personal transportation.

[2]Truck traffic would represent less than one percent of the total trips; this number was found in Caltrans District 4, Thirteenth Progress Report on Trip Ends Generations, June 1981.

An average auto occupancy of 1.3 persons per vehicle[2] was assumed for all auto and taxi trips to and from the project site. The project would generate about 120 daily vehicle trips, including 12 vehicle trips during the p.m. peak hour.

An intersection analysis was conducted for the Powell/California intersection (Appendix B, page A-25).[3] Results were calculated both for existing conditions during the p.m. peak hour (as determined from the previously noted October 4, 1984 field count), and for the additional vehicular traffic projected from the proposed project.

The intersection now operates at level of service D during the p.m. peak hour, generally, and at service level E during the tourist season. (Level of service definitions are found in Appendix B, page A-27). The inclusion of proposed project traffic (approximately 12 vehicles during the p.m. peak hour) would add less than one percent to existing volumes and would not change the level of service at the intersection. It is recognized, however, that the intersection is approaching capacity and experiences congestion and delays during the peak hour.

2. Pedestrians

The project would generate about 25 daily and two p.m. peak-hour pedestrian trips (includes walking to/from transit).

The major impact on pedestrians due to the project would occur during the one-year construction period, when sections of the sidewalk may have to be blocked for safety. Pedestrians would probably be confined to reduced sidewalk areas adjacent to the site. Pedestrian flows would become more congested at these restricted points. A pedestrian facilities plan (covering the sidewalk during the construction period) would be required by the City's Bureau of Engineering prior to the issuance of a building permit.[4] Such a plan would include signing and pedestrian detours.

When complete, the project would not decrease effective sidewalk widths along Powell and California Streets adjacent to the site. The project's four peak-hour trips would not result in a degradation in the "open" pedestrian flow characteristics on adjacent sidewalks and crosswalks. (Pedestrian flow regimes are contained in Appendix B, page A-27.)

3. Transit

The project would generate about 13 daily transit trips, with one p.m. peak-hour trip. The effect on Muni load factors would not be measurable. The intersection of California and Powell Streets is a major transfer point for cable car passengers. (The Powell-Mason and Powell-Hyde lines intersect on Mason Street.) Project residents or visitors would compete with others to board the cable cars, which are operating at or beyond their capacity.[5]

If project-generated left-turns were to occur across the California Street tracks, cable car operation could be disrupted and/or delayed. Similarly, during emergency auto access on Powell (or if emergency access only onto Powell were not enforced), cable car operation could be disrupted or delayed. On Powell Street, such conflict could cause northbound cable cars to brake and roll back (a controlled operation) to Pine Street and repeat the ascent.

4. Parking, Vehicle Access and Construction

A survey of on-street parking facilities within a two-block radius of the site was made in January 1979.[6] For the parking spaces counted, the occupancy rate was 100%. A follow-up survey for on-street parking was conducted at 10:00 a.m. and noon in September 1984 by EIP Corporation. Parking was found 88% occupied. Both of these occupancy rates indicate very congested conditions.

The project would provide 16 valet parking spaces. City Planning Code requires ~~14~~ 16 parking spaces. Seventeen parking spaces on the existing lot would be removed. There would be a net decrease of one parking spaces. Vehicles that currently use the existing parking lot would seek other on- and off-street parking in the project area. Assuming these vehicles would use existing off-street facilities, the parking occupancy in these facilities would increase 1-2% (current occupancy is about 75%). The Code does not require a loading space for this project.

Left-turns could occur across the cable car tracks by vehicles traveling west on California to the site. Vehicles traveling south on Powell could illegally turn left at California to access the site. Right-turn-only ingress and egress at the project driveway would result in

some extra driving by residents and visitors. Most residents and frequent visitors would, however, be expected to adjust their routes for the most convenient access to and from the site. The project sponsor has included a mitigation measure to discourage left turns to and from the project (page 73).

Taxi and automobile pick-ups would occur in the arrival court area of the project's ground floor (see Figure 5, page 16). Vehicles would be able to drive in and turn around in this area.

Parking would be provided on three levels. Each of the two lower levels would have an emergency exit onto Powell Street. The doors of these exists would be solid fronts and would be clearly marked for emergency use only.

Service vehicles would use the California Street entrance. Based on trip generation research,[7] the completed project would generate an average of about one truck visit per day. The impact from truck activity would be most pronounced if it were to occur during either the a.m. or p.m. peak periods of traffic flow. The project sponsor has included a mitigation measure to alleviate this impact (page 73).

During construction, equipment and material deliveries could result in vehicles encroaching into the adjacent streets. The activities would be particularly disruptive along Powell Street, which has only one northbound travel lane adjacent to the site. The maximum truck activity would occur during site excavation. During this period, about seven to ten trucks would visit the site daily.[8] Due to the narrow width of Powell Street, construction truck activity could encroach into the cable car track area, disrupting the northbound Powell Street cable cars. The project sponsor has included a mitigation measure to alleviate this temporary impact (page 72).

The project would not include spaces for on-site guest parking. Visitors or guests would have to seek off-site parking. This would be of particular impact in the event of a party or other function at one or more of the condominium units. The result would be an increased demand for on-street parking, which is already saturated, and an increased demand for off-street parking in the garages in the project area. The off-street garages in the area currently have about 25% of their 1,005 spaces available during daytime and evening hours[9] and these spaces would be available to accommodate the project's visitors and guests. Traffic congestion would increase from motorists seeking parking spaces. During major conventions or events at nearby facilities, the off-street parking would probably be saturated by visitors to the area. As an alternative, the limited project parking could cause guests to travel via taxi.

During the construction period, parking would be required for construction personnel. About 30 workers would be employed at the site for up to 12 months. Due to the shortage of on- and off-street parking spaces in the vicinity of the project site, these workers would have a difficult time finding parking spaces, increasing the demand for parking in the area.

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[1]Caltrans District 4, Thirteenth Progress Report on Trip Ends Generation, June 1981.

[2]Caltrans, District 4, Thirteenth Progress Report on Trip Ends Generations, June 1981.

[3]Institute of Transportation Engineers, Transportation and Traffic Engineering Handbook, 1976.

[4]Roy Wong, Engineering Associate, Bureau of Engineering, Department of Public Works, telephone conversation, April 12, 1982.

[5]Existing load factors range from 0.65-0.75 (all seats occupied) during winter months to 1.5-1.6 (all seats occupied plus 30-40 standees) during the peak tourist season.

[6]D. K. Goodrich, Traffic Engineer, counts conducted, Monday, January 29, 1979.

[7]Truck traffic would represent less than 1% of the total trips; Caltrans District 4, Thirteenth Progress Report on Trip Ends Generations, 1981.

[8]2,000 cubic yards (cu. yd.) excavation @ 10-16 cu. yd. per truck/20 working days = 7 to 10 trucks daily.

[9]Survey conducted by EIP Associates, March 1985.

V. MITIGATION MEASURES THAT WOULD MINIMIZE THE POTENTIAL IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the proposed project. Some of these measures have been, or could be, adopted by the project sponsor or project architects and contractors and some may be implemented by public agencies. Mitigation measures included as part of the project and presented in the Initial Study are reproduced below. The City Planning Commission could require that some, or all, of these measures be included as conditions of project approval.

Each mitigation measure, including its status, is discussed below.

A. WIND

MITIGATION MEASURES INCLUDED AS PART OF PROJECT

Street trees would be planted along California and Powell Streets to provide pedestrian pockets of shelter from wind in the area. The project sponsor would coordinate plantings with other affected property owners to reduce wind impacts.

B. TRANSPORTATION

MITIGATION MEASURE INCLUDED AS PART OF PROJECT

During the construction period, construction truck movement would be permitted only between 9:00 a.m. and 3:00 p.m. to minimize peak-hour traffic conflicts and potential cable car interference. At any time at which brief vehicular use of the Powell Street right-of-way is unavoidable, a minimum of two traffic control personnel would be provided to prevent vehicular traffic from entering onto the tracks in front of ascending cars. The project sponsor and construction contractor would meet with the Traffic Engineering Division of the Bureau of Engineering of the Department of Public Works, the Fire Department, Muni and the Department of City Planning to determine any other

feasible traffic mitigation measures to reduce traffic congestion during construction of this project and other nearby projects.

A pedestrian facilities plan (covering the sidewalk during the construction period) would be developed by the sponsor in conjunction with the City Bureau of Engineering prior to the issuance of a building permit.

Temporary sidewalks around the project site during the construction phase would not encroach on the northbound traffic lane on Powell Street, nor would they interfere with Muni cable car signaling operations.

The proposed trees fronting the project site along both Powell and California Streets would be of a type that would not interfere with Muni cable car signaling.

The project sponsor would meet with Muni and the Traffic Engineering Division of the Bureau of Engineering of the Department of Public Works to develop driveway designs that would discourage left turns to and from the project.

Signs that state "Right-Turn-Only," or the equivalent, would be placed by the project sponsor at all of the project's automobile exits to prevent disruption of Muni cable car service.

The project sponsor agrees to permit service and trash disposal vehicles on the site only during the non-peak periods. There would be no service vehicle access on Powell Street.

Lift gates, similar to those used at railroad crossings, would be placed inside the garage in front of the Powell Street emergency exits to discourage unnecessary use. The gates would be locked and a valet or building manager would have the key.

C. ENERGY

MITIGATION MEASURES NOT INCLUDED AS PART OF PROJECT

The project sponsor has not reached any formal decisions concerning mitigation measures for energy consumption.

Potential mitigation measures under consideration as part of the design process may include, but are not necessarily be limited to, the following:

- o an energy audit
- o operable windows where feasible
- o increased use of daylighting
- o passive solar features
- o load shedding
- o individual fan coil units in each room
- o parabolic lighting
- o high-efficiency ballasts for fluorescent lighting
- o high-efficiency motors
- o computerized energy management
- o fluorescent lighting (wattmisers)
- o energy-efficient outdoor lighting
- o timed switches on closet and storeroom lights
- o variable air volume space conditioning system.

Final decisions would be made on the basis of life cycle costing and compatibility with the overall design; a separate report would be prepared and made available to the Department of City Planning prior to the application for the building permit, which would explain the decisions regarding which energy conservation features would be included in the final design.

D. AIR QUALITY

MITIGATION MEASURE INCLUDED AS PART OF PROJECT

The California Health and Safety Code requires that measures be taken to minimize dust generation by watering demolition materials and soils. An effective watering program (complete coverage twice daily) can reduce emissions by about 50%. The project sponsor would require the contractor to implement a program to water the site at least twice a day, which would reduce airborne construction dust and particulates by about 50% and reduce the likelihood of exceeding the state and federal standards.

E. CONSTRUCTION

MITIGATION MEASURE INCLUDED AS PART OF PROJECT

During excavation, the project contractor would mechanically sweep streets adjacent to the site to prevent siltation of storm drains. The contractor would construct catchment basins on-site to trap silt and debris for later transport to dumps.

F. GEOLOGY

MITIGATION MEASURE INCLUDED AS PART OF PROJECT

A California-licensed structural engineer and a geotechnical consultant will prepare a detailed foundation and structural design report for the project. The project sponsor would construct the project in accordance with the recommendations of the report pertaining to excavations and foundations.

G. NOISE

MITIGATION MEASURES INCLUDED AS PART OF PROJECT

The construction contract would specify that the contractor muffle equipment so that noise levels would not exceed the limits stated in the City Noise Ordinance (Article 29, San Francisco Administrative Code, 1972). Construction noise in the City and County of San Francisco is controlled by Ordinance 274-72, Regulation of Noise, Section 2907. The ordinance requires that all powered construction equipment, except impact tools and equipment, emit not more than 80 dBA measured at 100 feet (86 dBA at 50 feet). Impact tools and equipment, including pavement breakers and jackhammers, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. The ordinance further requires a special permit for construction after 8:00 p.m. and before 7:00 a.m.

Other techniques that would be incorporated to minimize construction noise impacts include locating fixed noise sources, such as concrete pumpers, portable air compressors, portable generators and pumps as far as possible from existing land uses, particularly residences and hotels, and erecting noise barriers around sidewalks and pit areas where possible. A solid 8- to 10-foot plywood fence would be erected around the construction perimeter to reduce the project's impact on ground-level noise in the area.

H. HAZARDS

MITIGATION MEASURE INCLUDED AS PART OF PROJECT

An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to ensure coordination between the City's emergency planning activities and the project's plan to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance of final building permits by the Department of Public Works.

I. ARCHITECTURAL AND HISTORIC RESOURCES

MITIGATION MEASURE INCLUDED AS PART OF PROJECT

Prior to issuance of a site permit, the project sponsor would retain the services of a qualified historical archaeologist.

The Environmental Review Officer (ERO), in consultation with the President of the Landmarks Preservation Advisory Board (LPAB) and the archaeologist, would determine whether the archaeologist should instruct all excavation and foundation crews on the project site of the potential for discovery of cultural or historic artifacts, and the procedures to be followed if such artifacts are uncovered.

Should evidence of cultural or historic artifacts of significance be found during project excavation, excavation which could damange such artificats would be halted. The archaeologist would assess the significance of the find and whether feasible measures, including appropriate security measures, could be implemented to preserve or recover such artifacts, and immediately report to the ERO and the President of the LPAB. The ERO would then recommend specific mitigation measures, if necessary.

Copies of reports prepared according to this mitigation measure would be sent to the California Archaeological Site Survey Office at Sonoma State University. Excavation or construction that might damage the discovered cultural resources would be suspended for a maximum of four weeks (cumulatively for all instances that the ERO has required a delay in excavation or construction) to permit inspection, recommendation and retrieval, if appropriate.

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA), and with Sections 15040, 15081 and 15082 of the State EIR Guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, as described in Chapter V, Mitigation Measures, page 72.

No unavoidable significant environmental impacts resulting from the project have been identified.

The findings of significant impacts are subject to final determination by the City Planning Commission as part of its certification process. This chapter in the Final EIR will be revised, if necessary, to reflect the Commission's findings.

VII. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project, discusses their environmental impacts, and states the reasons why they were rejected by the sponsor in favor of the project.

A. NO PROJECT ALTERNATIVE

This alternative would involve no change to the project site as it now exists. The site would remain vacant for an unspecified length of time. This alternative would not preclude future options for development of the site under the same or other permitted uses within the RM-4 district.

With the retention of the project site in its present state, none of the impacts associated with the proposed project would occur. The existing wind and visual effects of the site would remain unchanged. Current levels of parking demand, noise, air pollution and energy consumption would not change as a result of the project.

The project sponsor rejected this alternative because none of the development objectives would be met. The project sponsor also believes that this alternative underutilizes scarce land resources in a valuable area. The site, in the project sponsor's opinion, is a prime location for the project.

B. ALTERNATIVE ONE: NO EMERGENCY/LOADING ACCESS ON POWELL STREET

This alternative would be identical to the proposed project (Table 5, page 80) except that the two emergency/loading vehicle entrances on Powell Street would be dropped from the project design. Without these access points, this alternative would have a Powell Street frontage unbroken by curb cuts and garage doors.

The impacts associated with this alternative would be the same as for the proposed project except for certain circulation aspects. Residents' only vehicle entry/exit point would be on California Street. Service vehicles would either pull into the main entrance and back out or park temporarily on California Street. The absence of entrances/exits on Powell Street would eliminate potential project-generated interference with Muni Powell Street cable car operations.

The project sponsor has rejected this alternative for the following reason. In case of vehicle elevator malfunction, repair periods or emergencies, the project sponsor would like to provide an alternate means of entry and exit for residents.

TABLE 5
COMPARISON OF ALTERNATIVES

	Proposed Proposed	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Stories	11	11	8	4	11
Height	120'	120'	90'	40'	115'
Units	16	16	10	4	16
Parking Spaces	16	16	10	4	16
Floor Area (in gross sq. ft.)					
Residential	34,065	34,065	23,535	10,420	33,600
Circulation	11,010	11,010	7,485	2,620	11,010
Mechanical	3,160	3,160	3,160	--	3,160
Open Space	1,200.5	1,200.5	1,200.5	1,200.5	1,200.5
Parking (in gross sq. ft.)					
Ground Floor	5,710	5,710	4,557	4,460	5,710
Level B1	5,560	5,560	4,557	--	5,560
Level B2	5,560	5,560	4,557	--	5,560

Source: Tai Associates/Architects

C. ALTERNATIVE TWO: NO VARIANCE ALTERNATIVE

This alternative would require no variance for exception to the rear yard requirement of the Planning Code.

Alternative Two would be eight stories or 90 feet high, three stories less than the proposed project (Figure 27, page 82). It would contain ten units and ten parking spaces. The residential square footage would be 23,535 gsf, about 10,000 gsf less than the proposed project. (See Table 5, page 80, for a comparison of alternatives.)

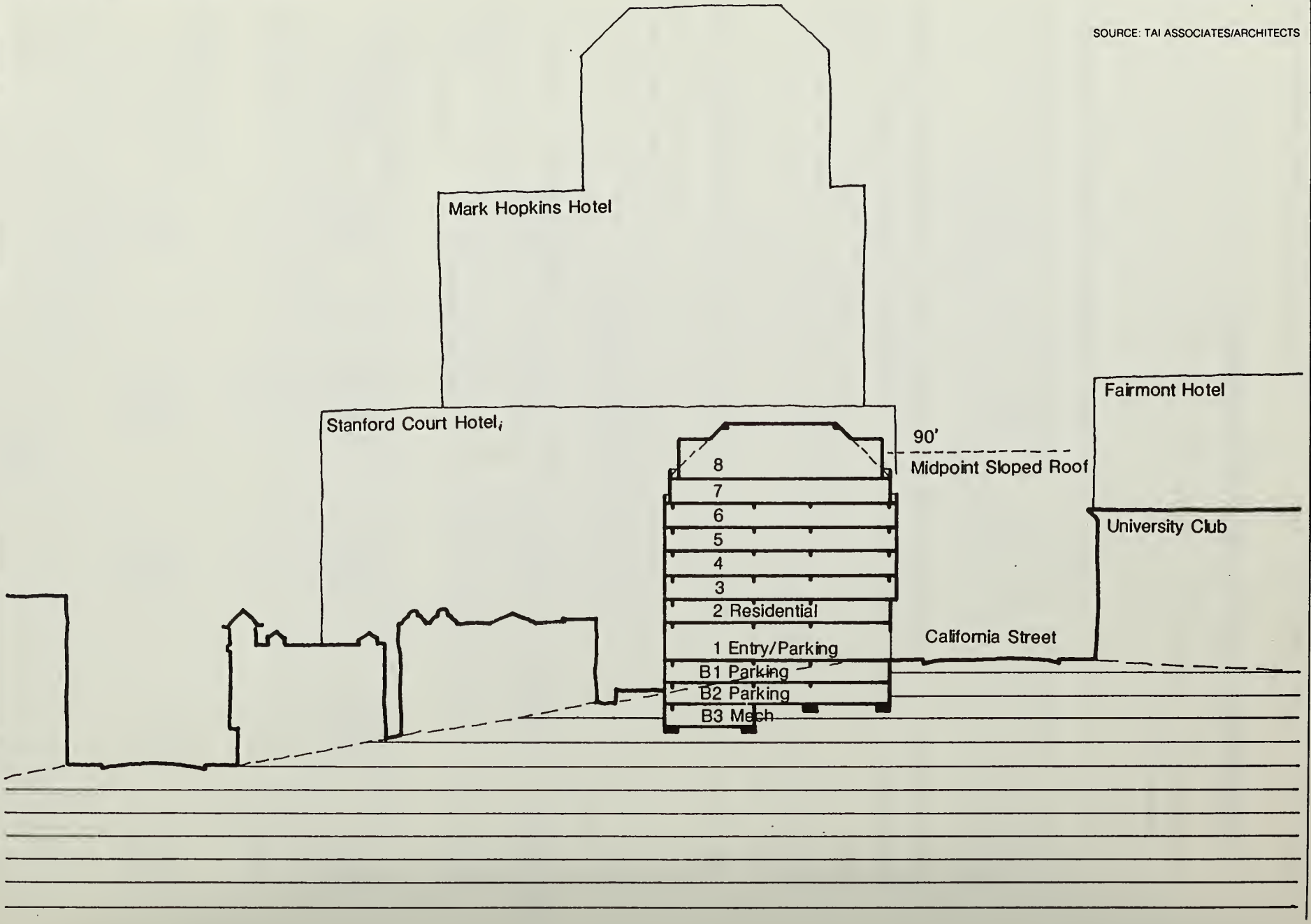
Section 136 of the Code sets forth rules governing rear yards. The rear yard may extend over underground parking "provided that no such garage shall occupy any area within the rear 15 feet of the depth of the lot." As indicated on Figure 27, page 82, the parking levels would not be larger than the residential floors above them. The rear 15 feet of the lot would not be encroached upon.

This alternative would be shorter than the proposed project and its visual impacts would differ. The reduced height of this alternative would mean that views toward Nob Hill from lower elevations along California and Powell would be less affected. The lower height would offer more of a transition from small-scale buildings, such as the University Club and the Powell Street facade of the Stanford Court to the taller buildings on the hill, such as the Mark Hopkins and Fairmont towers. This alternative would tend to emphasize the City's topography more by being less dominating than a taller building and leading the eye up to the crest of the hill. From the Fairmont tower, views toward downtown would be more panoramic since the new structure would be less obtrusive.

To a greater degree than the proposed project, most of the view blockage would occur from the lower levels of buildings in the immediate vicinity. From the Stanford Court, this alternative would (as would any structure over two stories high) almost completely occupy the view space toward downtown that currently exists due to the lack of a building on the site.

ALTERNATIVE TWO

FIGURE 27



The reduced height of this alternative, 30 feet less than the proposed project, would result in less new shadow on roofs, buildings and streets and would not shade any public open space. The shadows would be shorter due to the decrease in height.

Traffic impacts would be less than the proposed project due to less residents and cars. Any potential for conflict with cable cars or other traffic on California and Powell Street would be reduced.

This alternative would, in the opinion of the sponsor, be an economic underuse of the site, and would not provide sufficient return on his investment. The project sponsor has rejected this alternative because he thinks that it would not be economically viable. In addition, the sponsor thinks that the design of this alternative would not achieve the aesthetic effect of the taller tower of the proposed project.

D. ALTERNATIVE THREE: NO CONDITIONAL USE

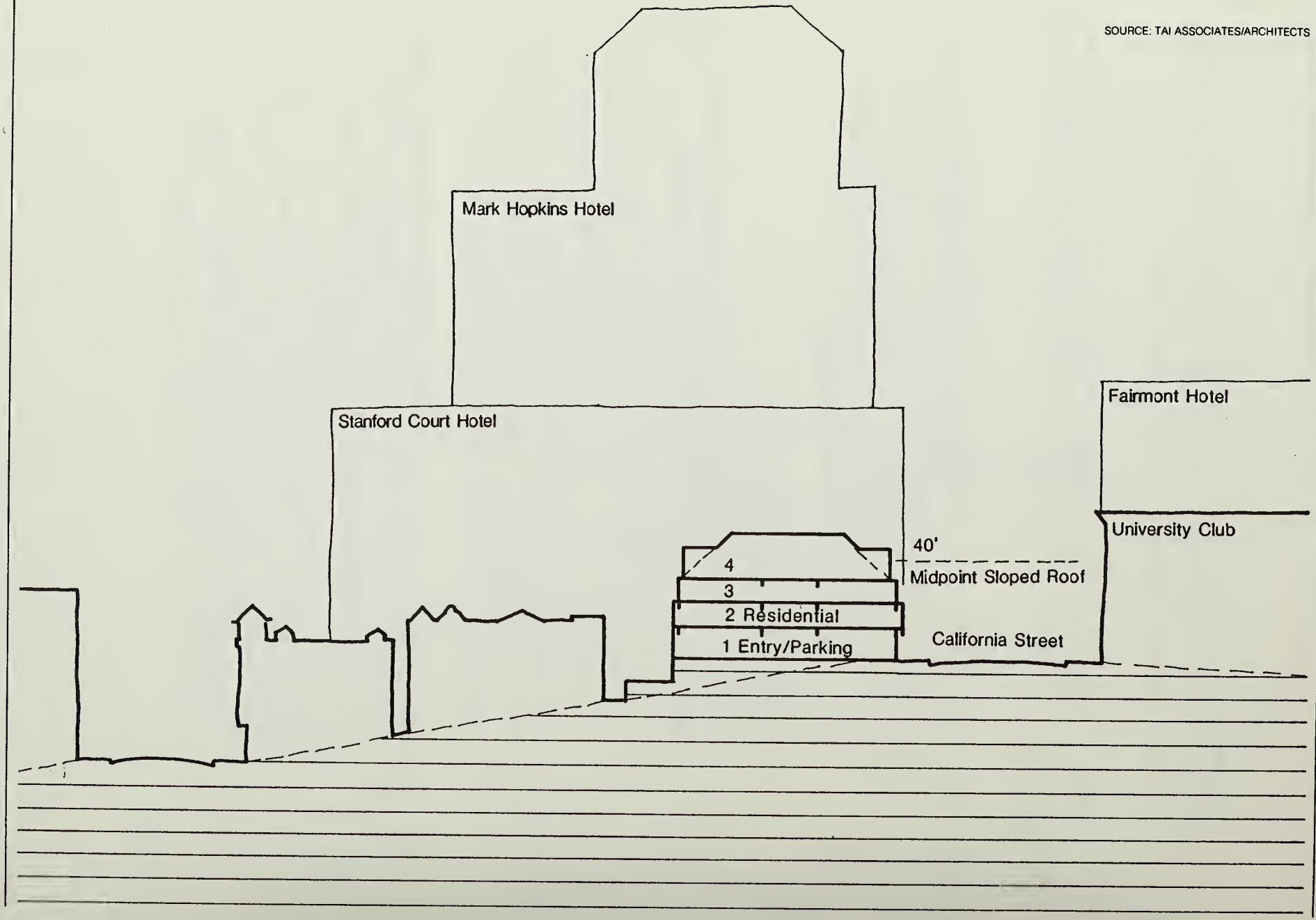
Section 253(a) and (b) of the Planning Code stipulates that any building or structure in an R district exceeding 40 feet in height shall be permitted only by conditional use. This alternative would be 40 feet high and thus would not require a conditional use. Alternative Three would be four stories, seven stories or 80 feet, less than the proposed project (Figure 28, page 84). It would contain four units that would be distributed over three floors. Four parking spaces would be located on the ground floor and there would be no basement levels. The residential square footage would be 10,420 gsf, about 23,645 gsf less than the proposed project. (See Table 5, page 80 for a comparison of alternatives.)

Alternative Three would have the least visual impact compared to the proposed project and the two alternatives. At 40 feet, issues related to topography and neighborhood compatibility would be proportionately reduced compared with the 120-foot project. This alternative would be similar in height to the University Club and most of its immediate neighbors. It would be shorter than the Stanford Court and thus, would not block the views from the upper floors on the Powell Street side of that hotel. The lower height of this alternative would maintain the progression of building heights as they step up the hill. Views toward Nob Hill from lower elevations would not be affected by this 40-foot building.

ALTERNATIVE THREE

FIGURE 28

SOURCE: TAI ASSOCIATES/ARCHITECTS



As with the proposed project and the two alternatives, most of the view blockage from this alternative would be experienced by the University Club and the lower levels of the Powell Street side of the Stanford Court.

The reduced height of this alternative, 80 feet less than the proposed project, would result in less new shadow on roofs, buildings and streets. Traffic impacts would be less than the proposed project and less than the two alternatives due to fewer residents and cars. The potential for conflict with cable cars or other traffic on California and Powell Streets would be reduced.

The size of this alternative would, in the opinion of the sponsor, be an economic underuse of the site, and would not provide sufficient return on his investment. The project sponsor has rejected this alternative because he thinks that it would not be economically viable.

E. ALTERNATIVE FOUR: NO SHADOW ON CHINESE PLAYGROUND ALTERNATIVE

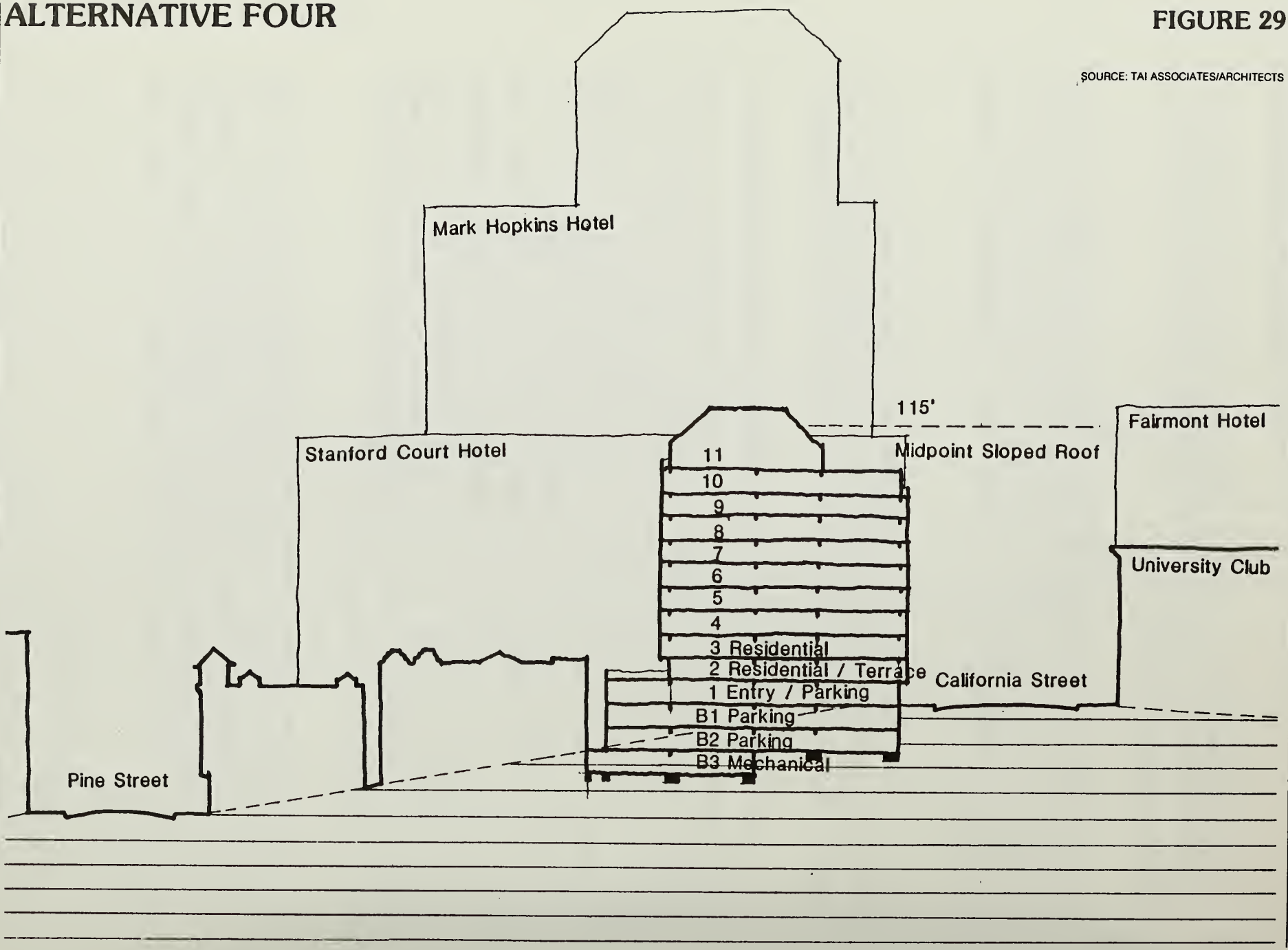
This alternative would be designed to avoid casting any new shadows on the Chinese Playground during the hours designated by Proposition K. Like the proposed project, Alternative Four would contain 11 stories. At 115 feet in height it would be five feet shorter than the proposed project. Some of the units would be smaller than the proposed project and the floor-to-floor heights would be reduced in order to bring the building down five feet. The building would be set back approximately 33 feet at the 11th floor on the California Street side (Figures 29 and 30, pages 86 and 87). This feature together with further refinements to the roofline would ensure that no new shadows on the playground would result from this building. The alternative would comply with City Planning Code requirements concerning height, bulk and use provisions of the RM-4 and 160-A Height and Bulk district in which it is located, but would require a Conditional Use authorization for height above 40 feet in a residential district.

The No Shadow alternative would contain 33,600 gsf of residential floor area, 465 square feet less than the proposed project (see Table 5, page 80). The number of units, 16, would remain the same but the mix would be different: 4 one-bedroom flats; 9 two-bedroom flats; 1 two-bedroom townhouse; 1 three-bedroom townhouse; and 1 three-bedroom penthouse. The condominiums would sell for approximately the same price as the proposed units.

ALTERNATIVE FOUR

FIGURE 29

SOURCE: TAI ASSOCIATES/ARCHITECTS



ALTERNATIVE FOUR: MASSING STUDY LOOKING WEST ON CALIFORNIA

FIGURE 30

SOURCE: TAI ASSOCIATES/ARCHITECTS

The main entrance to the building would be from California Street. The ground floor would contain the vehicle entrance to the garage and pedestrian entrance to the residences. Parking, mechanical, and open spaces uses would be unchanged from the proposed project.

The environmental impacts associated with this alternative would be the same as for the proposed project except for shadows. The shadow impacts of this alternative have been analyzed for the same period in December as the proposed project (see Figures 24-25, pages 60 and 62 for project shadows). The proposed project would cast new shadows on the Chinese Playground for about a two-week period in mid to late December for up to 16 minutes in the afternoon. As shown in Figures 31-32, pages 89 and 90, the No Shadow Alternative would not cast any new shadows on the playground. Figure 32, page 90, demonstrates that at 3:20 p.m. the shadows generated by the alternative would be at their maximum on the playground and that existing shadows would also cover most of the playground at this time. Larger-scale shadow diagrams showing various times on December 21 from 8:21 a.m. to 3:54 p.m. (one hour after sunrise and one hour before sunset, respectively) were prepared and show the project shadow as it progresses from morning to late afternoon. This alternative would not violate Proposition K. These diagrams are on file at the Department of City Planning, Office of Environmental Review, 450 McAllister Street. Shadow impacts resulting from this alternative for the months of March, June and September would be similar to those from the proposed project as shown in Figures 21-23, pages 57-59.

The project sponsor has rejected this alternative because he thinks that the limited floor-to-floor heights and the loss of area would reduce the attractiveness and marketability of the building.

SHADOW PATTERNS: DECEMBER 21
ALTERNATIVE FOUR

FIGURE 31

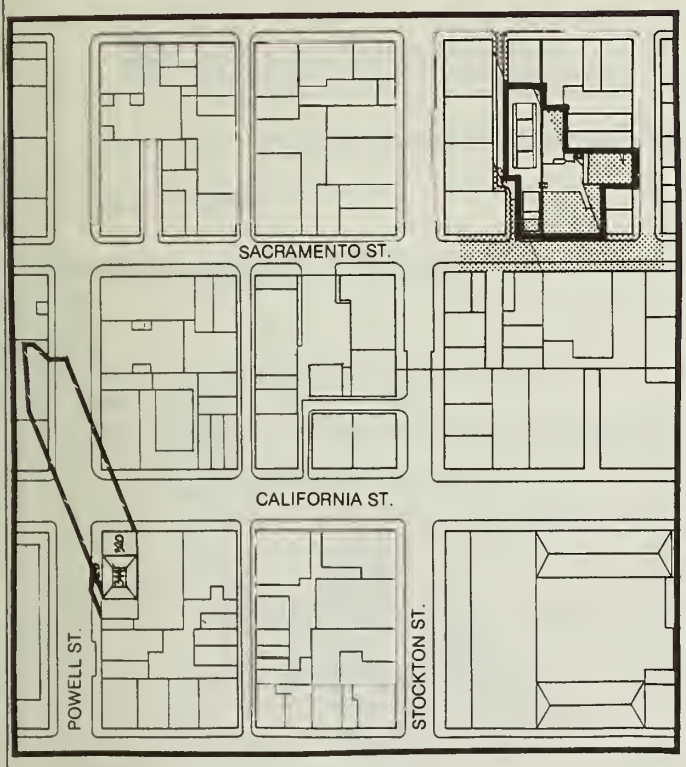
(ONLY SHADOWS ON PLAYGROUND ARE SHOWN)

OUTLINE OF ALTERNATIVE SHADOW (Flat Plane)

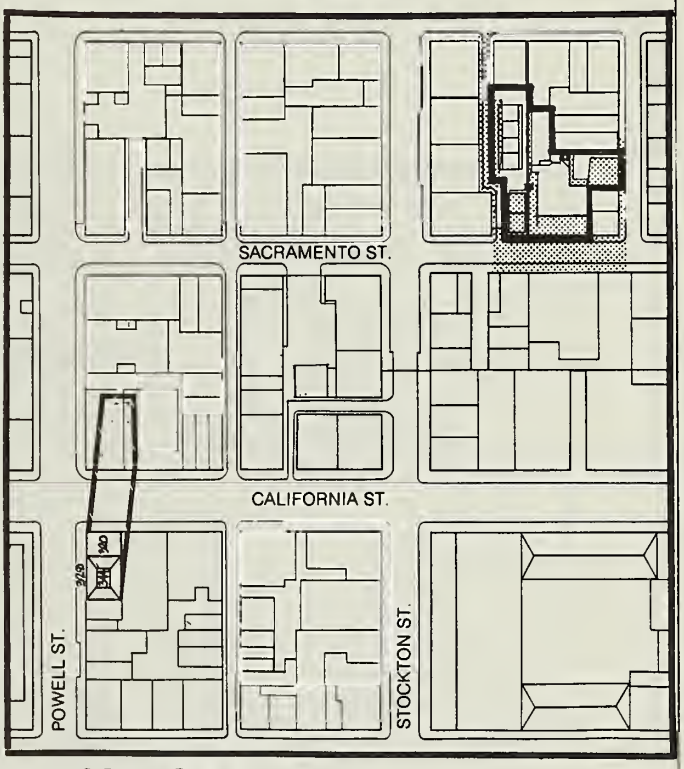
PARKS

SOURCE: EIP ASSOCIATES

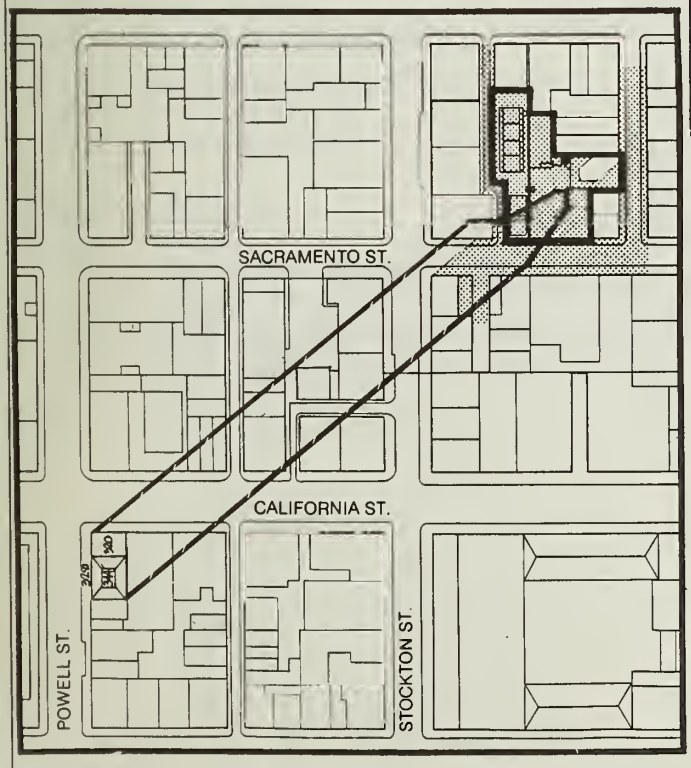
FEET 0 100 200 400



10 AM



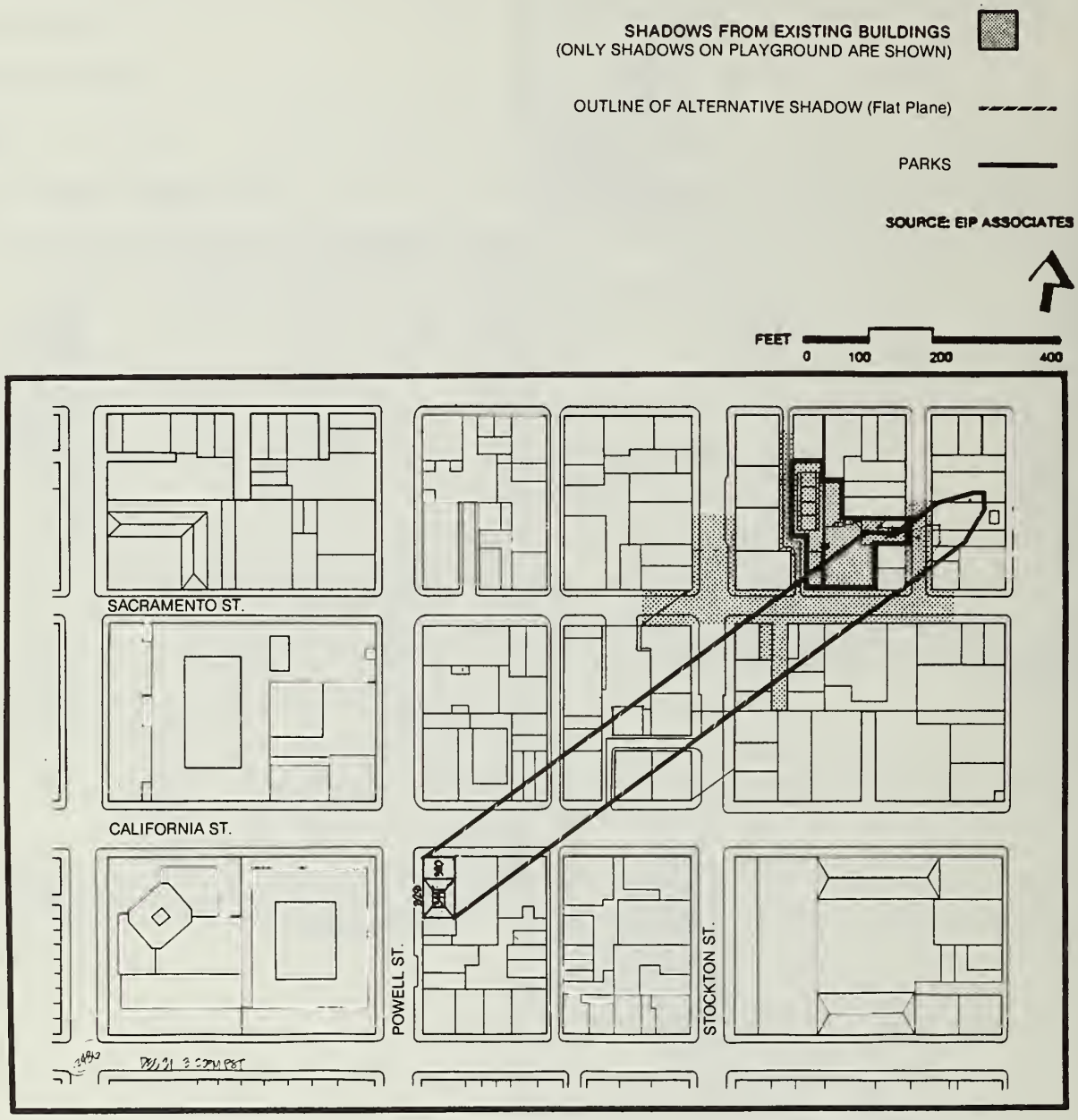
12 NOON



3 PM

SHADOW PATTERNS DECEMBER 21, 3:20 PM ALTERNATIVE FOUR

FIGURE 32



VIII. EIR AUTHORS AND PERSONS CONSULTED

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DEPARTMENT OF CITY PLANNING 450 McALLISTER STREET · SAN FRANCISCO, CALIFORNIA 94102

NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: November 16,1984

Lead Agency: City and County of San Francisco, Department of City Planning
450 McAllister Street - 5th Floor, San Francisco, CA 94102

Agency Contact Person: Jon Hussey Telephone: (415) 558-5261

Project Title: 84.308E
California/Powell Condominiums

Project Sponsor: California/Powell Associates
c/o Tai Associates

Project Contact Person: Steve Hixson

Project Address: 897 California Street

Assessor's Block(s) and Lot(s): 256/16

City and County: San Francisco

Project Description: Construct a 24 unit, 15 story residential condominium structure with 27 enclosed parking spaces and access from California Street. A 17-space surface parking lot would be removed.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: November 26, 1984.

An appeal requires: 1) a letter specifying the grounds for the appeal, and;
2) a $35.00 filing fee.

ALEC S. BASH, Environmental Review Officer

ASB: BWS: eh
8362A

ER5 4/84

CALIFORNIA/POWELL CONDOMINIUMS
INITIAL STUDY
84.308E

I. PROJECT DESCRIPTION

The proposed California/Powell project would contain residential condominiums and basement level parking. The project site is on Assessor's Block 256, Lot 16 and contains approximately 6,100 square feet. The site is on the eastern slope of Nob Hill at the southeast corner of California and Powell Streets (Figure 1, page 2). It is in an RM-4 (Residential, Mixed, High Density) district and a 160-F Height and Bulk District. The site is paved and is used as a parking lot.

The project sponsor, California/Powell Associates, proposes to construct a 15-story condominium tower with a pool, parking and common areas (lobby, entrance plaza) (Figures 2 and 3, pages 3 and 4). The new structure would contain 85,000 gross square feet, including parking and mechanical space. Of this area, 62,000 gsf would be residential and 23,000 gsf would be parking and mechanical. There would be three levels of parking for 27 cars and access to the garage would be from California Street. The residential portion would be divided into 20 two-bedroom flats; 3 townhouses, ranging from one- to three-bedroom; and one three-bedroom penthouse. The project architects are Tai Associates/Architects.

II. SUMMARY OF POTENTIAL EFFECTS

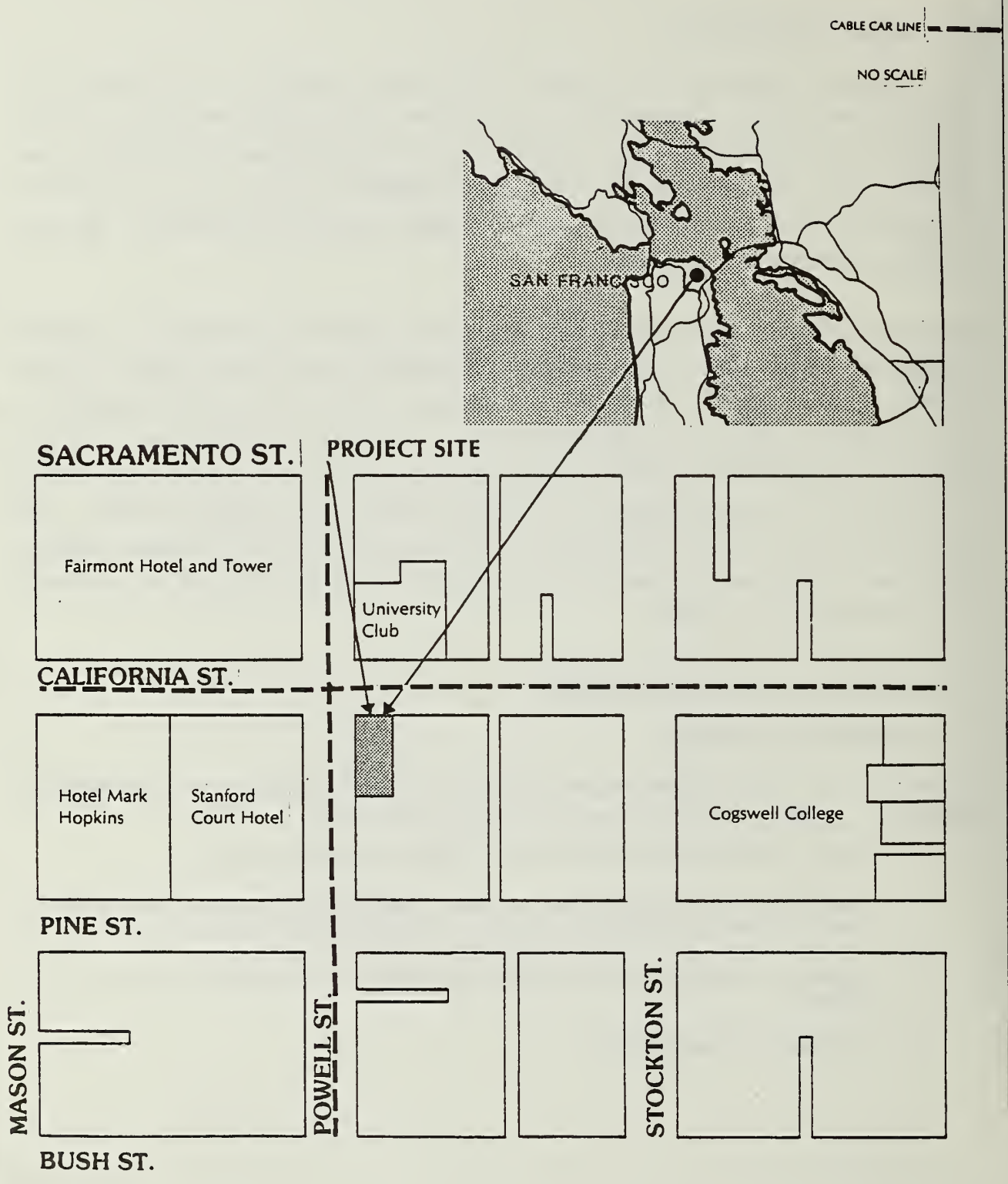
A. SIGNIFICANT EFFECTS

Some of the effects that would be generated by the proposed project could be potentially significant. Impacts that require further analysis in an EIR are:

- Effects of the project on views from nearby hotels and residences;
- Relationship of the project to the Urban Design Element of the Comprehensive Plan; relationship to appearance and scale of neighboring buildings;
- Localized transportation with particular emphasis on impacts on the cable car system;
- Cumulative transportation;

PROJECT LOCATION MAP

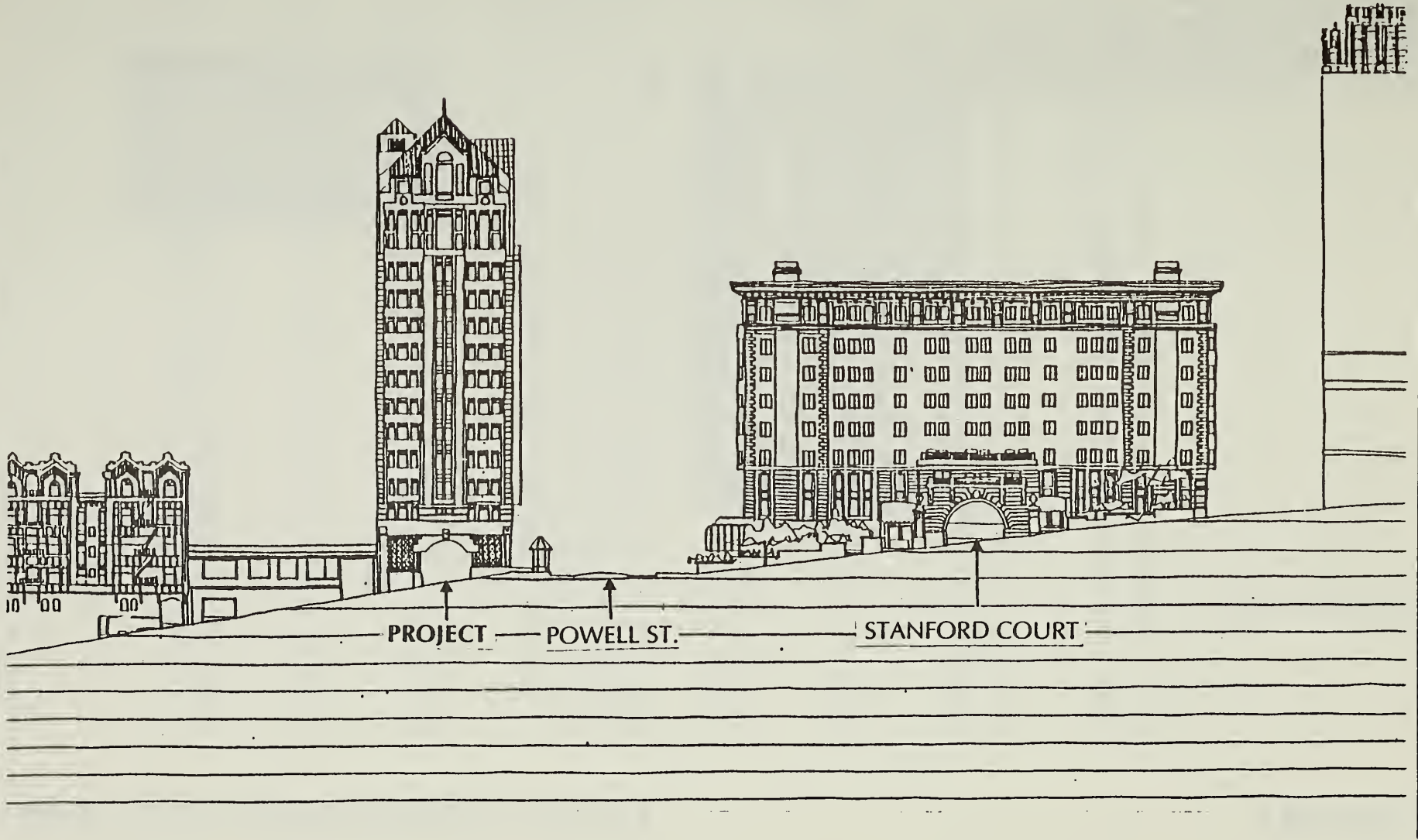
FIGURE 1



NORTH ELEVATION-CALIFORNIA STREET

FIGURE 2

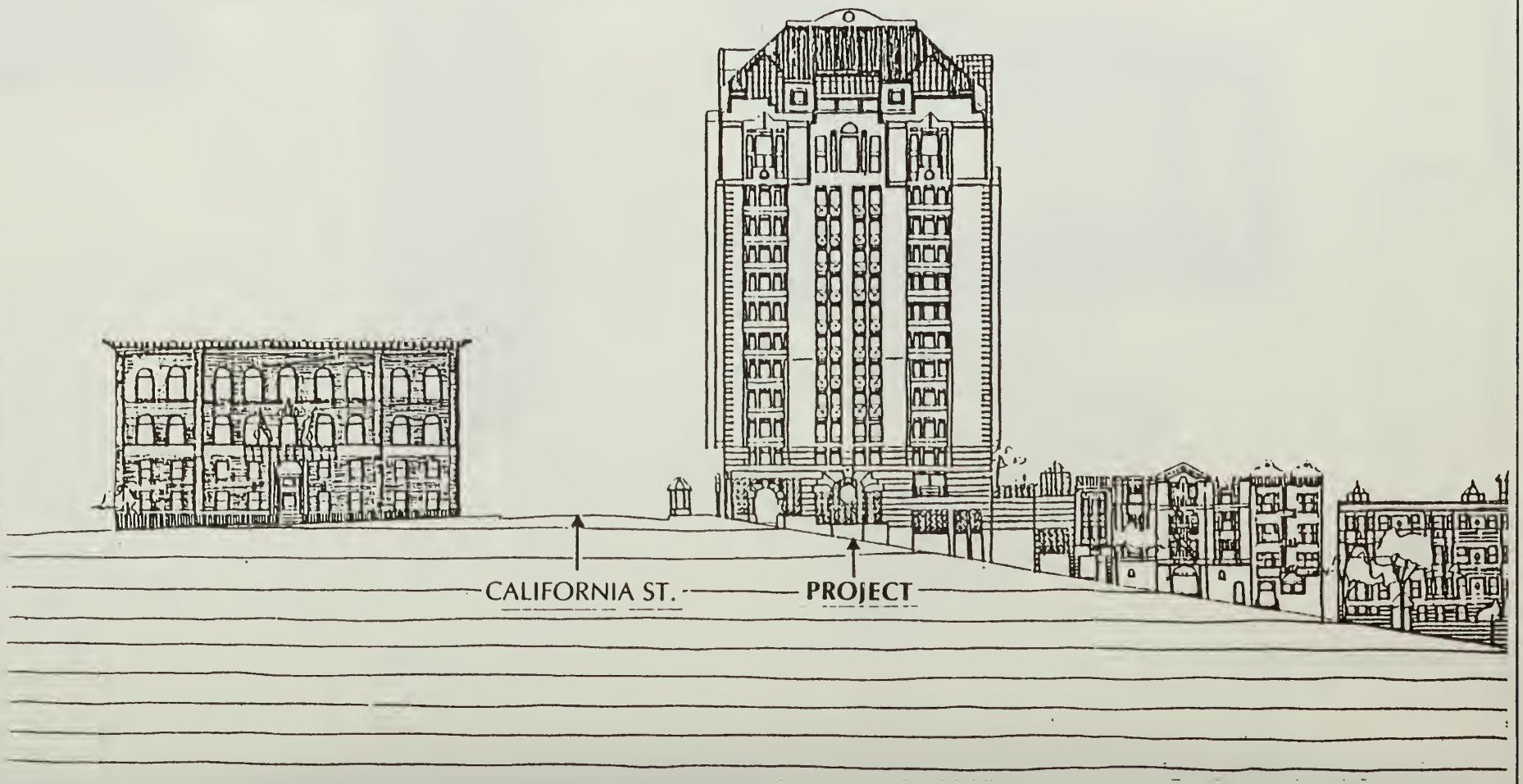
SOURCE: TAI ASSOC./ARCHITECTS



WEST ELEVATION-POWELL STREET

FIGURE 3

SOURCE: TAI ASSOC./ARCHITECT



- Project-generated winds; and
- Project-generated shadows.

B. INSIGNIFICANT EFFECTS

Some environmental effects would either be insignificant or would be mitigated through measures incorporated into the project design. These require no further environmental analysis and will not be addressed in the EIR.

Land Use: The proposed residential project would be a compatible use in a residential neighborhood. It would comply with the use provisions of the Planning Code and would be generally consistent with the Comprehensive Plan.

Population: At full occupancy the project would house about 60 residents. No housing would be displaced.

Noise: Construction noise would be temporary and no pile-driving would be necessary. After completion, the project would not perceptibly increase noise in the project vicinity.

Air Quality/Climate: Construction of the proposed project would not create objectionable odors, nor would it involve burning any materials. Project operation would not violate any ambient air quality standard, expose any sensitive receptors to air pollutants, or create any objectionable odors. The contribution of project traffic and cumulative traffic to overall air pollutants in the Bay Area would be marginal.

Utilities/Public Services: Increased demand for public services and utilities attributable to the proposed project would not require additional personnel or equipment.

Biology: The project would have no effect on plant or animal life because the site is currently covered by pavement.

Geology/Topography: No pile-driving will be required. A geotechnical report will be prepared by a California-licensed soils engineer. Building construction will conform to the recommendations in that report.

Water: The site is currently covered by pavement and has no surface water. Alterations to drainage patterns, therefore, will not be discussed in the EIR.

Hazards: The proposed project would not be affected by hazardous uses nor would it cause health hazards. An evacuation and emergency response plan would be developed by the project sponsor as part of the project.

Energy: The project would be constructed to conform with the energy requirements of Title 24. It would not encourage activities that would result in the wasteful use of energy or have a substantial effect on a natural resource.

Cultural: Project excavation would occur in previously disturbed soils. Because the project site is beyond the old San Francisco shoreline, the potential for encountering cultural resources during construction would be limited. The project sponsor has included a mitigation measure addressing this improbable impact.

III. ENVIRONMENTAL SETTING

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Not Applicable	Discussed
1. Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	___	X
*2. Discuss any conflicts with the Comprehensive Plan of the City and County of San Francisco, if applicable.	___	X
*3. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	X	___

The proposed project would comply with the City Planning Code requirements concerning height, bulk and use provisions of the RM-4 (Residential, Mixed, High Density) district and the 160-F Height and Bulk District in which the 15-story, 160-foot condominium tower would be located. However, the City Planning Commission requires conditional use authorization for any project more than 40 feet in height in a residential district.

The proposed project could conflict with policies of the Urban Design Element of the Comprehensive Plan relating to protection of views. This is discussed on page 8 and will also be analyzed in the EIR. The compatibility of the proposed project with specific goals in the Comprehensive Plan will be discussed in the EIR.

B. ENVIRONMENTAL EFFECTS

	Yes	No	Discussed
1. Land Use. Could the project:			
*a. Disrupt or divide the physical arrangement of an established community?	___	X	X
b. Have any substantial impact upon the existing character of the vicinity?	___	X	X

The site is on the east slope of Nob Hill in a predominantly residential area. The

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

intersection of California and Powell Streets lies about 50 feet below and east of the summit of the hill. The California and Powell Street cable car lines cross at this intersection and several major hotels are in the area. The nine-story Stanford Court Hotel is located across Powell Street from the project site; the four-story University Club is across California Street, north of the site; and the 23-story Fairmont tower is one-half block to the northwest. Buildings to the east and south within the immediate area consist mainly of two- to five-story residences and apartment structures. At the pedestrian level, spaces between adjoining buildings are narrow and the visual setting is urban in character.

As a residential use in a residential neighborhood, the project would not disrupt or divide the physical arrangement of an established community, nor have a substantial impact upon the existing character of the vicinity. These issues require no further analysis in the EIR.

	Yes	No	Discussed
2. Visual Quality. Could the project:			
*a. Have a substantial, demonstrable negative aesthetic effect?	X	___	X
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	X	___	X
c. Generate obtrusive light or glare substantially impacting other properties?	___	X	___

The EIR will discuss potential visual impacts of the project including its appearance and scale in relation to its neighbors, its effects on views and its relationship to the Urban Design Element.

3. Population. Could the project:			
*a. Induce substantial growth or concentration of population?	___	X	X

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

*b. Displace a large number of people (involving either housing or employment)?	___	X	___
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	___	X	___

The proposed project would contain 20 flats, 3 townhouses, and 1 penthouse for a total of 24 units. There would be about 60 residents after full occupancy. Because the site is currently vacant, no people would be displaced and no buildings would be demolished. The site is one of the last vacant lots on Nob Hill to be developed, therefore, it would probably not influence additional development, induce substantial growth or demand for housing. These issues require no further discussion in the EIR.

4. Transportation/Circulation. Could the project:	Yes	No	Discussed
*a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	X	___	X
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	X	___	X
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	X	___	X
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	X	___	X

The project could cause traffic hazards and increases in traffic, transit and parking demand. A primary effect of the project would be the added traffic focused at its garage entrance on California Street and its loading dock entrance on Powell Street. The EIR will discuss traffic increases and movements as they relate to the operation of the

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

California/Powell intersection. (This intersection is significant due to the two cable car lines that travel east-west on California and north-south on Powell.) Special consideration will be given to the impact of the project on the cable car system, in terms of potential interference caused by project traffic entering or exiting the garage and loading dock. Impacts on pedestrians, as they board the cable cars, or gather to watch the operation from the intersection, will also be discussed.

The project would provide parking for 27 automobiles. It would displace the surface parking lot that currently accommodates approximately 17 vehicles. This displacement plus new parking demand beyond that being provided, will be discussed in the EIR.

Cumulative impacts on traffic circulation patterns, transit, pedestrians and parking will be discussed in the EIR.

5. Noise. Could the project:	Yes	No	Discussed
*a. Increase substantially the ambient noise levels for adjoining areas?	___	X	X
b. Violate Title 25 Noise Insulation Standards if applicable?	___	X	X
c. Be substantially impacted by existing noise levels?	___	X	X

Excavation and building construction would temporarily increase noise and would cause levels intermittently to exceed the ambient level (about 69 Ldn, the day-night average noise level)[1] in the site vicinity. No pile-driving would be necessary. Impact tools and equipment needed for project construction would have intake and exhaust mufflers, and jackhammers would be equipped with shields or shrouds as required by Section 2907c of the San Francisco Noise Ordinance. The sponsor would consult with the Department of Public Works to determine means for minimizing construction noise levels and to consider restricting the use of jackhammers and impact tools to between the hours of 8 a.m. and 5 p.m.

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

Noise levels in the project vicinity would not perceptibly exceed existing levels after building completion. Traffic generated by the building would increase traffic noise by less than 1 dBA.[2] A 1-dBA increase in environmental noise is imperceptible to the untrained human ear.

Mechanical equipment for building operation would be regulated by San Francisco Noise Ordinance 2909, which limits noise at the property line to 70 dBA from 7 a.m. to 10 p.m. and 60 dBA from 10 p.m. to 7 a.m.

The project would be constructed to meet Title 25 Noise Insulation Standards, and would not be substantially impacted by the vehicular traffic noise that dominates the localized noise environment. According to a recent survey conducted by the San Francisco Public Utilities Commission,[3] the newly renovated cable car system (which runs adjacent to the site) now produces noise that exceeds the City's noise standards. The cable pulleys are measured at 95 decibels at close range and 82 decibels from 25 feet away. When technical studies have been completed, the Utilities Engineering Bureau will coordinate with Muni to institute corrective measures. Although it is difficult to predict how much noise levels could be lowered, PUC will attempt to meet City noise standards for residential areas. Completion of these actions is expected to precede completion of construction of the proposed project.[3]

Noise will not be further discussed in the EIR.

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[1] Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10:00 p.m. and 7:00 a.m. is weighted 10 dBA higher than the actual level.

[2] dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the responses of the human ear to various frequencies of sound.

[3] Lynn Pio, Project Manager, Public Utilities Commission, Utilities Engineering Bureau, telephone conversation, October 4, 1984.

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*Derived from State EIR Guidelines, Appendix G, normally significant effect.

6. Air Quality/Climate. Could the project:	Yes	No	Discussed
*a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	X	___	X
*b. Expose sensitive receptors to substantial pollutant concentrations?	___	X	___
c. Permeate its vicinity with objectionable odors?	___	X	___
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	X	___	X

Construction activities would generate dust emissions from the action of wind over exposed earth surfaces. Such emissions could be reduced by about 50% by watering exposed earth surfaces at least twice a day (see page 18 of Mitigation Measures). Construction air quality impacts will not be discussed in the EIR.

Operation of the structure would result primarily in natural gas combustion emissions from the roof top which would be imperceptible. Project generated traffic volumes would not produce an increase in air pollutant concentrations which would be large enough to measure or model accurately at either the local or regional scales, nor would the traffic volumes of cumulative residential development in the area (1150 and 1300 Sacramento). These volumes would, however, contribute marginally to the overall burden of air pollutants in the Bay Area. These impacts will not be discussed further in the EIR.

The project would increase shadows on streets, sidewalks and structures near the project. Shadow impacts will be discussed in the EIR.

Winds from the west and northwest are most common on the site. Under northwesterly conditions the major wind flow is along California Street, with moderately high to high wind currents. For westerly winds, a similar pattern was found, but winds along

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

California Street were less, ranging from low to moderately high. For both northwesterly and westerly winds, flows along Powell Street are low but turbulent. Project effects on existing wind conditions will be discussed in the EIR.

7. Utilities/Public Services. Could the project:	Yes	No	Discussed
*a. Breach published national, state or local standards relating to solid waste or litter control?	___	X	___
*b. Extend a sewer trunk line with capacity to serve new development?	___	X	X
c. Substantially increase demand for schools, recreation or other public facilities?	___	X	X
d. Require major expansion of power, water, or communications facilities?	___	X	X

The proposed project would increase demand for and use of public services and utilities on the site, but not in excess of amounts expected and provided for in the project area. The providers of utilities and public services have been contacted and have responded that they have adequate capacity to serve the project and would not require additional personnel or equipment. Letters from these service providers are available for public review at the Office of Environmental Review. No further analysis is necessary in the EIR.

8. Biology. Could the project:	Yes	No	Discussed
*a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	___	X	___
*b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	___	X	___
c. Require removal of substantial numbers of mature, scenic trees?	___	X	___

The project site is totally covered by pavement for parking. There are no rare or

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

endangered species of plant or animal habitats on site. These matters do not require further discussion in the EIR.

9. Geology/Topography. Could the project:			
*a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	___	X	X
b. Change substantially the topography or any unique geologic or physical features of the site?	___	X	X

The project site is not in an area subject to landslide, liquefaction or tsunami inundation. The proposed project would be at an elevation of approximately +216 feet San Francisco Datum on the eastern slope of Nob Hill (the hill slopes approximately 17% to the east-southeast). Nob Hill consists of rocks of the Franciscan Assemblage which contain a mixture of rock types; the type underlying the site is sandstone interbedded with shale. The fractured and weathered sandstone is considered to be good foundation material and has excellent characteristics for foundation support and seismic stability. Pile driving would not be needed. Further investigation will determine whether a spread or mat foundation would be used. The project will include provisions such as shoring or underpinning, to mitigate possible impacts related to excavation (see D. Mitigation Measures, page 18). These matters do not require further discussion in the EIR.

	Yes	No	Discussed
10. Water. Could the project:			
*a. Substantially degrade water quality, or contaminate a public water supply?	___	X	___
*b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	___	X	___
*c. Cause substantial flooding, erosion or siltation?	___	X	___

There is no surface water at the site. The site is currently impervious, covered by a

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

paved parking lot. The proposed project would not alter this situation. Runoff would continue to drain into the combined City storm/sewer system. These matters require no further discussion in the EIR.

11. Energy/Natural Resources. Could the project:

*a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	X	___	X
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	X	___	X

An energy analysis for the project was prepared by Environmental Impact Planning Corporation (EIP). The conclusions from this report are presented below. (A copy of the report is available for public review at the Department of City Planning.)

The structure would be designed and constructed to conform with the energy requirements of Title 24 of the California Administrative Code so that energy use per square foot of floor area would be less than that of most existing buildings. The project would increase consumption of non-renewable energy resources on the site. The new building would use about 91,000 kWh of electricity and 23,000 therms of natural gas annually. This is equal to electricity use of 7,600 kWh per month and a peak daily natural gas consumption of about 100 therms. Energy use and conservation will not be discussed further in the EIR.

12. Hazards. Could the project:	Yes	No	Discussed
*a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	___	X	___
*b. Interfere with emergency response plans or emergency evacuation plans?	___	X	X
c. Create a potentially substantial fire hazard?	___	X	X

The project would not create a potential public health hazard through the production or

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

disposal of harmful materials. An evacuation and emergency response plan would be developed as part of the proposed project (see D., Mitigation Measures, page 17). The project's emergency plan would be coordinated with the City's emergency planning activities. The project would not create a substantial fire hazard because it would incorporate more extensive fire protection measures than most buildings in the area to comply with more stringent code standards now in effect. These issues will not be discussed in the EIR.

13. Cultural. Could the project:

		Yes	No	Discussed
*a.	Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	___	X	X
*b.	Conflict with established recreational, educational, religious or scientific uses of the area?	___	X	___
c.	Conflict with preservation of any buildings of City landmark quality?	___	X	___

The excavation required for foundations would occur in existing disturbed soils so there would be limited potential for encountering cultural resources during construction. No known archaeological resources exist on or near the site. However, the project sponsor has incuded a mitigation measure as part of the project which addresses this potential impact (see D., Mitigation Measures, page 17). Issues associated with cultural impacts require no further discussion in the EIR.

C. OTHER	Yes	No	Discussed
Require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?	___	X	___

*Derived from State EIR Guidelines, Appendix G, normally significant effect.

D. MITIGATION MEASURES	Yes	No	N/A	Discussed
1. If any significant effects have been identified, are there ways to mitigate them?	X	___	___	X
2. Are all mitigation measures identified above included in the project?	X	___	___	X

MITIGATION MEASURES INCLUDED AS PART OF THE PROJECT:

1. **HAZARDS**

An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to ensure coordination between the City's emergency planning activities and the project's plan, and to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance of final building permits by the Department of Public Works.

2. **ARCHITECTURAL AND HISTORIC RESOURCES**

Prior to issuance of a site permit, the project sponsor shall retain an historical archaeologist (or other qualified expert) to perform archival research and site inspection to determine the potential for discovery of cultural or historic artifacts on the site. Results of this investigation, and a plan for any further investigation that may be appropriate, shall be reported to the Environmental Review Officer (ERO).

The ERO, in consultation with the Secretary to the Landmarks Preservation Advisory Board and the archaeologist, shall determine whether the archaeologist should instruct all excavation and foundation crews on the project site of the potential for discovery of cultural or historic artifacts, and the procedures to be followed if such artifacts are uncovered.

In the event of high probability of discovery of cultural or historical artifacts, the ERO may require that an archaeologist be present during site excavation and record a daily log of observations. The ERO may also require cooperation of the project sponsor in assisting such further investigations on site as may be appropriate prior to or during project excavation even if this results in a delay in excavation activities.

Should cultural or historic artifacts be found during project excavation, the archaeologist would assess the significance of the find, and immediately report to the ERO and the President of the Landmarks Preservation Advisory Board.

The ERO would then recommend specific mitigation measures, if necessary, in consultation with the State Office of Historic Preservation. Excavation or construction, which might damage the discovered cultural resources, would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate. This maximum of four weeks shall include any other time periods for which the ERO has required a delay in excavation activities.

3. AIR QUALITY AND CLIMATE

The California Health and Safety Code requires that measures be taken to minimize dust generation by watering demolition materials and soils. An effective watering program (complete coverage twice daily) can reduce emissions by about 50%. The project sponsor would require the contractor to implement a program to water the site at least twice a day, which would reduce airborne construction dust and particulates by about 50% and reduce the likelihood of exceeding the state and federal standards.

4. GEOLOGY

A California-licensed structural engineer and a geotechnical consultant will prepare a detailed foundation and structural design report for the project. The project sponsor would construct the project in accordance with the recommendations of the report pertaining to excavation and foundations, to include provision of shoring and underpinning of adjacent structures if recommended.

Additional mitigation measures for the project will be discussed in the EIR if need is identified.

E. MANDATORY FINDINGS OF SIGNIFICANCE	Yes	No	Discussed
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	___	X	___
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	X	___
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	___	X	___
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	___	X	___
5. Is there a serious public controversy concerning the possible environmental effect of the project?	___	X	___

F. ON THE BASIS OF THIS INITIAL STUDY:

___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers __, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

✓ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Alec S. Bash
Environmental
Review Officer

for

Dean L. Macris
Director of Planning

Date: 11/14/84

DISTRIBUTION LIST

STATE AND FEDERAL AGENCIES

General Project Section
Air Resources Board

REGIONAL AGENCIES

Association of Bay Area Governments

Bay Area Air Quality Management District

California Arch. Site Inventory
Regional Office

Calif. Dept. of Transportation
Bus. & Trans. Agency

Calif. Dept. of Transportation
Public Trans. Branch

CITY AND COUNTY OF SAN FRANCISCO

Bureau of Bldg. Inspection

San Francisco City Attorney's Office

Landmarks Preservation Advisory Board

Economic Development Council

Public Utilities Commission

Public Utilities Commission
Energy Conservation

Recreation & Park Dept.

Bureau of Engineering - Streets and Highways

Dept. of Public Works -
Mechanical Engineering Division

Department of Public Works
Traffic Engineering Division

San Francisco Fire Dept.

Municipal Railway
Planning Division

San Francisco Real Estate Dept.

San Francisco Water Department

MEDIA

San Francisco Bay Guardian

San Francisco Business Journal

San Francisco Chronicle

San Francisco Examiner

San Francisco Progress

The Sun Reporter

Tenderloin Times

LIBRARIES

San Francisco Public Library (Main & Branch)

Cogswell College Library

EPA Library

Hastings College of the Law Library

Inst. of Govt. Studies

San Francisco State University

Government Documents Section,
Stanford

GROUPS & INDIVIDUALS

American Institute of Architects

Steve Anderson

Alice Suet Yee Barkley

Bay Area Council

Albert Beck

Bendix Environmental Research, Inc.

Tony Blaczek

John E. Bonin

Environmental Simulation Laboratory

Boyer Associates

Brobeck, Phleger, Harrison

GROUPS & INDIVIDUALS (continued)

Michael Buck

David Capron

Dale Carlson

Chickering & Gregory

Chinatown Neighborhood Improvement Resource Center

Coalition for SF Neighborhoods

Joseph Cortiz

Cushman Wakefield

Ms. Dorothy Dana

DKS Associates

Alex Diamondidis

James S. Dielschnieder

DKS Associates

RB International Services

Downtown Association

Downtown Senior Social Services

Blayney-Dyett

Environmental Planning & Research

Environmental Science Associates

Farella Braun & Martel

Friends of the Earth

Heritage

Gensler & Associates

Charles Gill

Annette Granucci

Gruen,Gruen+Associates

Donald Head & Associates

GROUPS & INDIVIDUALS (continued)

Heller, Ehrman, White & McAuliffe

Valerie Hersey

Sue Hestor

Carl Imparato

Jefferson Associates

Jones Lang Wootton

Lee & Fan Architects & Planners, Inc.

Legal Assistance to the Elderly

Carol Lester

Barry Livingston

Doug Longyear

Marathon U.S. Realties, Inc.

Robert Meyers Associates

Leland Meyerzove

Nob Hill Association

Nob Hill Neighbors

Page, Anderson & Turnbull

Pillsbury, Madison & Sutro

Planning Analysis & Dev.

Nevill Price & Associates

Bruce Raful

Mrs. G. Bland Platt

Charles Hall Page & Assoc.

Research & Decisions Corp.

David P. Rhoades

San Francisco Beautiful

SF Bldg. & Const. Trades Council

GROUPS & INDIVIDUALS (continued)

San Francisco Chamber of Commerce

San Francisco Conv. & Visitors Bureau

San Francisco Ecology Center

San Francisco Junior Chamber of Commerce

San Francisco Labor Council

San Francisco Organizing Project

San Francisco Planning & Urban Research Association

San Franciscans for Reasonable Growth

San Francisco Forward

San Francisco Tomorrow

John Sanger & Associates

Senior Escort Program

Sierra Club

Robert Snook

South of Market Alliance

Square One Film & Video

Appraisal Consultants

Rod Teter

Tenants and Owners Development Corporation

Jerry Tone

Timothy Tosta

Jeff Vance

Kathy Van Velsor

Mr. Bert Verrits

Steven Weicker

Calvin Welch

Howard Wexler

Eunice Willette

Melba Yee

Whisler-Patri

ADJACENT PROPERTY OWNERS

University Club

Fairmont Hotel

Royal Stanford Hotel Co.

Ms. Clarita M. Fazzar

Marstel Associates

Swig Investment Co.

APPENDIX B

TRANSPORTATION

TABLE B-1

PEDESTRIAN FLOW REGIMES

Flow Regime	Walking Speed Choice	Conflicts	Average Speed Rate (P/F/M)[1]
Open	Free Selection	None	0.5
Unimpeded	Some Selection	Minor	0.5 - 2.0
Impeded	Some Selection	High Indirect Interaction	2.0 - 6.0
Constrained	Some Restriction	Multiple	6.0 - 10.0
Crowded	Restricted	High Probability	10.0 - 14.0
Congested	All Reduced	Frequent	14.0 - 16.0
Jammed	Shuffle Only	Unavoidable	16.0+

[1] P/F/M - Pedestrians per foot of sidewalk width per minute.

Source: Boris Pushkarev and Jeffrey M. Zupan, Urban Space for Pedestrians, Massachusetts, MIT Press, 1975.

TABLE B-2

LEVELS OF SERVICE DEFINITIONS[1]
FOR SIGNALIZED INTERSECTIONS

Level of Service A

Level of Service A describes a condition where the approach to an intersection appears quite open and turning movements are made easily. Little or no delay is experienced. No vehicles wait longer than one red traffic signal indication. The traffic operation can generally be described as excellent.

Level of Service B

Level of Service B describes a condition where the approach to an intersection is occasionally fully utilized and some delays may be encountered. Many drivers begin to feel somewhat restricted within groups of vehicles. The traffic operation can generally be described as very good.

Level of Service C

Level of Service C describes a condition where the approach to an intersection is often fully utilized and back-ups may occur behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. The driver occasionally must have to wait more than one red traffic signal indication. The traffic operation can generally be described as good.

Level of Service D

Level of Service D describes a condition of increasing restriction causing substantial delays and queues of vehicles on approaches to the intersection during short times within the peak period. However, there are enough signal cycles with lower demand such that queues are periodically cleared, thus preventing excessive back-ups. The traffic operation can generally be described as fair.

Level of Service E

Capacity occurs at Level of Service E. It represents the most vehicles that any particular intersection can accommodate. At capacity there may be long queues of vehicles waiting upstream of the intersection and vehicles may be delayed up to several signal cycles. The traffic operation can generally be described as poor.

Level of Service F

Level of Service F represents a jammed condition. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration. Hence, volumes of vehicles passing through the intersection vary from signal cycle to signal cycle. Because of the jammed condition, this volume would be less than capacity.

[1]City and County of San Francisco, Department of Public Works, Traffic Engineering Division.

TABLE B-3

PASSENGER LEVELS OF SERVICE ON BUS TRANSIT

	Volume/Capacity (v/c) Ratio*
Level of Service A Level of Service A describes a condition of excellent passenger comfort. Passenger loadings are low with less than half the seats filled. There is little or no restriction on passenger maneuverability. Passenger loading times do not affect scheduled operation.	0.00-0.50
Level of Service B Level of Service B is in the range of passenger comfort with moderate passenger loadings. Passengers still have reasonable freedom of movement on the transit vehicle. Passenger loading times do not affect scheduled operations.	0.51-0.75
Level of Service C Level of Service C is still in the zone of passenger comfort, but loadings approach seated capacity and passenger maneuverability on the transit vehicle is beginning to be restricted. Relatively satisfactory operating schedules are still obtained as passenger loading times are not excessive.	0.76-1.00
Level of Service D Level of Service D approaches uncomfortable passenger conditions with tolerable numbers of standees. Passengers have restricted freedom to move about on the transit vehicle. Conditions can be tolerated for short periods of time. Passenger loadings begin to affect schedule adherence as the restricted freedom of movement for passengers requires longer loading times.	1.01-1.25
Level of Service E Level of Service E passenger loadings approach manufacturers' recommended maximums and passenger comfort is at low levels. Freedom to move about is substantially diminished. Passenger loading times increase as mobility of passengers on the transit vehicle decreases. Scheduled operation is difficult to maintain at this level. Bunching of buses tends to occur which can rapidly cause operations to deteriorate.	1.26-1.50
Level of Service F Level of Service F describes crush loadings. Passenger comfort and maneuverability is extremely poor. Crush loadings lead to deterioration of scheduled operations through substantially increased loading times.	1.51-1.60

Source: Interim Materials on Highway Capacity, Transportation Research Circular 212, pages 73-113, Transportation Research Board, 1980.

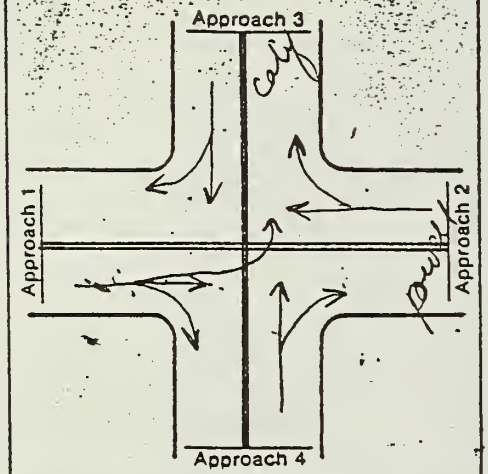
INTERSECTION CAPACITY ANALYSIS

10-4-84

Intersection California at Powell Design Hour 4:45-5:45 PM

Other Conditions Flashing Red signal all four ways/Major Cabletar Thoroughfare

1. Identify Lane Geometry



4. Left Turn Check

	Approach 1	2	3	4
a. Number of change intervals per hour				
b. Left turn capacity on change interval, in vph				
c. G/C Ratio				
d. Opposing volume in vph				
e. Left turn capacity on green, in vph				
f. Left turn capacity in vph (b + e)				
g. Left turn volume in vph				
h. Is volume > capacity (g > f)?				

6b. Volume Adjustment for Multiphase Signal Overlap

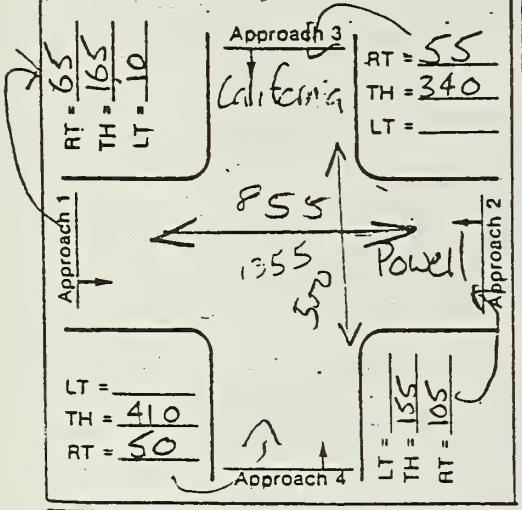
Probable Phase	Possible Critical Volume in vph	Volume Carryover to next phase	Adjusted Critical Volume in vph

CAPACITY = 1600*

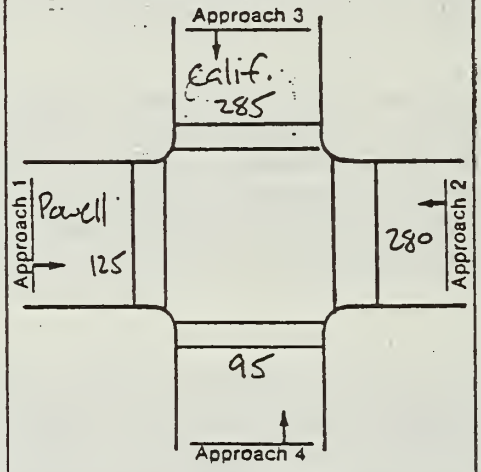
V/C = 1355/1600 = 0.85

LOS = D

2. Identify Volumes, in vph



5. ~~Assign Lane Volumes, in vph~~ Pedestrian Count



7. Sum of Critical Volumes

_____ + _____ + _____ + _____

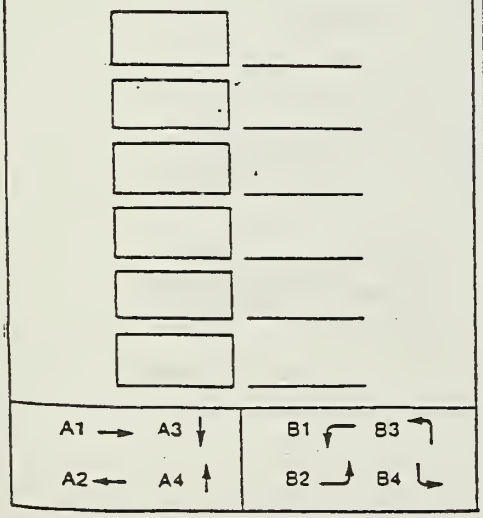
= _____ vph

8. Intersection Level of Service

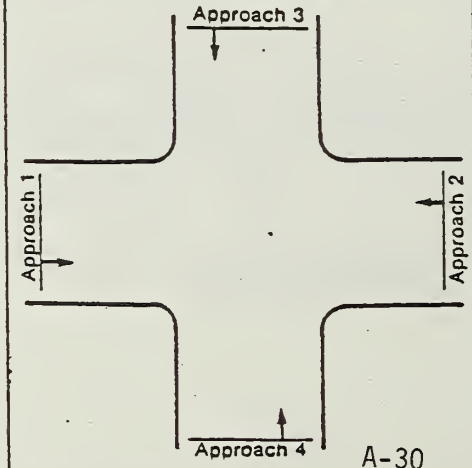
Notes:

* Highway Research Board, Highway Capacity Manual, 1965

3. Identify Phasing



6a. Critical Volumes, in vph (two phase signal)



Service Level Ranges

Level	Sum of Critical Volumes 2 Phase	3 Phase	4+ Phases
A	900	855	825
B	1050	1000	965
C	1200	1140	1100
D	1350	1275	1225
E	1500	1425	1375
F	not applicable		

APPENDIX C: SAN FRANCISCO DEPARTMENT OF CITY PLANNING SURVEY
ARCHITECTURAL RATING SYSTEM

Between 1974 and 1976, the San Francisco Department of City Planning conducted a citywide inventory of architecturally significant buildings. An advisory review committee of architects and architectural historians assisted in the final determination of ratings for the 10,000 buildings which were entered in an unpublished 60-volume record of the inventory. The rated buildings have been represented on a set of color-coded maps which identify the location and relative significance of each building surveyed. The maps are available for public inspection at the Department of City Planning.

The inventory assessed the architectural significance of the surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included, but historical associations were not considered. Each building was numerically rated according to its overall architectural significance. The ratings ranged from a low of "0" to a high of "5". Factors considered included architectural significance, urban design context, and overall environmental significance. The architectural survey resulted in a listing of the best 10% of San Francisco's buildings. In the estimation of the inventory participants, buildings rated "3" or better represent approximately the best 2% of the City's architecture.

Source: San Francisco Department of City Planning

APPENDIX D: WIND STUDY

This summary of wind study methodology is based on the report prepared by EIP Associates. This report is available for review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, Fifth Floor.

Wind Tunnel Study

A 1 inch = 30 ft. scale model of the downtown San Francisco area surrounding the proposed building for several blocks in all directions was constructed by EIP Associates. The model had two configurations (existing and project). Buildings proposed, approved and under construction in the project area were included in the model.

The model was tested in a wind tunnel that allows testing of natural atmospheric boundary layer flows past surface objects such as buildings and other structures. The tunnel has an overall length of 66 feet, and a test section of 7 feet wide by 5 feet high. Speeds can be varied from 3.5 to 13 mph.

The wind tunnel study was divided into two parts: flow visualization and wind-speed measurements. The flow visualization observations were performed by releasing smoke at various locations. The subsequent motion of the smoke was recorded, and prevailing wind directions were determined. Wind-speed measurements were made at 26 surface locations with a hot-wire anemometer, an instrument that directly relates rates of heat transfer by electronic signals. The hot-wire signals are proportional to the magnitude and steadiness of the wind. Both the mean wind speeds and corresponding turbulence intensities were measured. Thus, high wind speeds and gustiness (large variable changes in wind speeds over short changes in time) could be detected. Hot-wire measurements made close to the surface have an inherent uncertainty of ± 5% of the true values. The ratio of surface speed to freestream wind speed was calculated from the hot-wire measurements.

Experiments were performed for four prevailing wind directions (northwesterly, west-northwesterly, westerly and west-southwesterly) for the existing and project conditions. All hot-wire measurements were taken at the same series of surface points around the building site for the four wind directions and the two cases.

Determining 'Equivalent Wind Speed'

The wind ordinance associated with the Downtown Plan (Section 148) uses a quantity known as 'equivalent wind speed'. This term denotes wind speed averaged over one hour (mean velocities), adjusted to include the level of gustiness and turbulence expected on site.

The mean wind velocities at street level were determined by a wind tunnel test and a comparison of the test results with statistically representative records of wind data collected atop the old Federal Building.

The individual estimated 10% exceeded wind speeds were calculated for each of the 16 locations and for each of the four tested wind directions using the wind-speed ratios measured in the test and the wind velocity and frequency of occurance information presented in Chapter III.C. Setting, Shadows and Wind. The wind-speed ratio values for the 12 untested wind directions were approximated using information from the four test directions, a single 10% exceeded annual wind speed was calculated for each of the 26 locations.

Wind tunnel data for each wind direction were evaluated to determine if the 26 mph hazard criterion would be exceeded.